

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"KLEIST" Capt. Rud Meyer	WEDNESDAY, 24th March, Noon.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDENBURG" Capt. Isaki	THURSDAY, 25th March, 5 P.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"GOEBEN" Capt. B. Wilhelm	About THURSDAY, 25th March.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of April.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 13th March, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	29th March, P.M.
MARSEILLES, via PORTS	NERA	Martin	30th March, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	TOKIN	Charbonnel	12th April, P.M.
MARSEILLES, via PORTS	CALEDONNIEN	Bruce	13th April, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS,

Hongkong, 13th March, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

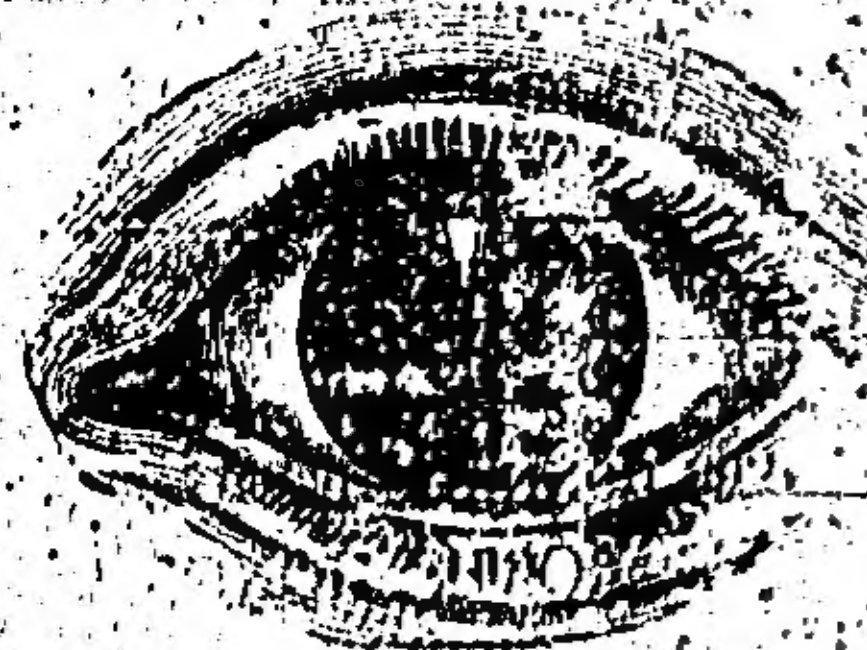
S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf, near Wing Lok Street and its berth in Canton opposite Shamshu.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshu, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON

CALCUTTA

SHANGHAI

1, John Street, Bedford Row, W.C.

12, Beutling Street

100, Nanking Road

Hongkong, 14th March 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 314 ft. Width of entrance, top 85 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Tenth Screw Tows are available for taking Vessels in or out of Dock; and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 15 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, May 13rd, 1905.

PHILATELIC NOVELTY

suitable for
PRESENTS.

BAGS OF USED POSTAGE STAMPS

Containing:

All Asiatic Stamps.	All Chinese Stamps.
4,000 for \$8.00	4,000 for \$4.50
3,000 " 7.00	3,000 " 3.50
2,000 " 5.00	2,000 " 2.50
1,000 " 2.00	1,000 " 1.50
500 " 1.00	500 " 1.00

Also Stamps in Packets and Sets, and other Philatelic Requisites at prices to suit every body.

VIEW POSTCARDS, ALBUMS, HINGES, RAPHAEL TUCK'S TOY BOOKS AND RELIEF SCRAPES, MANILA CIGARS AND CIGARETTES, &c., &c., &c.

Inspection invited.

GRACE & CO.,

No. 37, Des Voeux Road.

[56]

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMAN'S RAHTIEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMAN'S GREY PAINT.

DAIMLER'S PATENT MOTOR

LAUNCHES, &c., &c.

Sole Agents for

FERGUSON'S SPECIAL OREAM

and

P & O. SPECIAL LIQUOR SMOOTH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

[57]

THERAPION MAY NOW ALSO BE OBTAINED

IN DRAGON (TASTELESS) FORM.

A WONDERFUL DISCOVERY.

This is the first time a medicine has been discovered which is so effective in curing all kinds of skin diseases, and which is so easy to use, and so pleasant to take, that it is a true discovery.

The preparation is a true discovery, and is so effective in curing all kinds of skin diseases, and which is so easy to use, and so pleasant to take, that it is a true discovery.

The preparation is a true discovery, and is so effective in curing all kinds of skin diseases, and which is so easy to use, and so pleasant to take, that it is a true discovery.

The preparation is a true discovery, and is so effective in curing all kinds of skin diseases, and which is so easy to use, and so pleasant to take, that it is a true discovery.

The preparation is a true discovery, and is so effective in curing all kinds of skin diseases, and which is so easy to use, and so pleasant to take, that it is a true discovery.

The preparation is a true discovery, and is so effective in curing all kinds of skin diseases, and which is so easy to use, and so pleasant to take, that it is a true discovery.

The preparation is a true discovery, and is so effective in curing all kinds of skin diseases, and which is so easy to use, and so pleasant to take, that it is a true discovery.

The preparation is a true discovery, and is so effective in curing all kinds of skin diseases, and which is so easy to use, and so pleasant to take, that it is a true discovery.

The preparation is a true discovery, and is so effective in curing all kinds of skin diseases, and which is so easy to use, and so pleasant to take, that it is a true discovery.

The preparation is a true discovery, and is so effective in curing all kinds of skin diseases, and which is so easy to use, and so pleasant to take, that it is a true discovery.

The preparation is a true discovery, and is so effective in curing all kinds of skin diseases, and which is so easy to use, and so pleasant to take, that it is a true discovery.

The preparation is a true discovery, and is so effective in curing all kinds of skin diseases, and which is so easy to use, and so pleasant to take, that it is a true discovery.

The preparation is a true discovery, and is so effective in curing all kinds of skin diseases, and which is so easy to use, and so pleasant to take, that it is a true discovery.

The preparation is a true discovery, and is so effective in curing all kinds of skin diseases, and which is so easy to use, and so pleasant to take, that it is a true discovery.

The preparation is a true discovery, and is so effective in curing all kinds of skin diseases, and which is so easy to use, and so pleasant to take, that it is a true discovery.

LICORICE.

WHERE IT IS GROWN.

SOME LITTLE KNOWN INFORMATION.

The United States Consul-General at Constantinople (Mr. E. H. Ozman) has sent to Washington the following translation of a report on the licorice growing industry in Turkey, prepared at his request by Karnik Manaukian:

Licorice (in Turkish "miyan kekik") is of the family of papilionaceous (butterfly-shaped) leguminous plant. The botanical designation given for the plant found in Lebanon, Asia Minor, and Caucasus is "Lycy-hiza glabra L." The official licorice, a shrub of one and a half metres (five feet) maximum height, grows spontaneously in Southern Europe, the fruit of which contains three or four seeds, and the root long and running, is cylindrical and smooth, brown outwardly and yellow internally. Erect licorice, which attains a height of two metres (6 ft.), has a root containing only two seeds; it is top-rooted and the root is not so sweet as that of the other kind, but it is used for the same purposes. The gummy and sugary element in licorice "glycyrrhizine," and is used in commerce either as a dry root or as an extract or juice, solidified into sticks of 90 to 200 grains (3.17 to 3.53 oz.). It is considered emollient and pectoral. The better kind of prepared licorice has a brilliant black color, is incompletely soluble in water, and gives a transparent solution. The pure, article, mixed with starch, fecula, or other substances less injurious, is usually of a brownish tint, breaking in a granular shape, and furnishes an unsatisfactory solution.

The licorice plant has been cultivated according to precedence of date in Spain, Italy, Greece, the Ottoman Empire, Russia, China, Turkistan, and Persia. The yearly production of dry licorice in tops of about 1,000 kilos (2,204 lbs) is as follows:—Spain, 7,130 tons; Italy, 4,480 tons; Greece, 2,240 tons; Ottoman Empire, 33,620 tons; Russia, 22,400 tons; China, 560 tons; Persia and Turkistan, 280 tons. Total, 64,680 tons.

SENT TO THE UNITED STATES.

The two countries which export almost all of their products to the United States are Russia and Turkey. In Russia licorice is cultivated in the villages of the Koura, on the right and left of the railroad, in the Government of Elisabepol and Baku.

In 1885 licorice was for the first time cultivated industrially in the region of the Caucasus and on the shores of the Caspian Sea. A factory for drying and pressing the root was established near Liaki, on the Transcaucasian railroad. Other factories have since been established. It is estimated that more than 6,000,000 pounds (276,000,000 lb) of licorice root is manipulated yearly. Almost the whole of the produce is destined for the United States and England.

In Asiatic Turkey licorice root is found in sandy and damp places, more especially on lands near rivers. It is dug by the peasants from depths of 25 to 50 centimetres (9.8 to 19.7 inches), and sold on the spot for from three to ten centimes the kilo (27 to 28 mills per pound). The licorice produced in the province of Aidin is the best in the world. It was first discovered in 1848 by an Italian, who, in company with an Englishman, began the business of collecting and exporting it to the United States.

The ground where this plant grows is rented each year by the merchants who deal in this article. Upon payment of the rent the tenants have the right to dig and export the root during the interval between September and May. The digging and transporting of the root is given by contract to the peasants, or they work by the day for the tenant. According to the temperature and the season, a labourer can dig from 35 to 70 kilos (77 lb to 154 lb) a day.

The rent of the ground varies from 40 centimes to a franc per dectum (34 to 85 cents per acre per year). It is estimated that merchants pay about 100,000 francs per annum for this purpose; that the number of labourers is 14,000; that these 14,000 labourers receive as wages 1,000,000 francs; that the tithe paid to the Ottoman Government are 120,000 francs for the roots and 11,500 francs for the paste. This makes a total expenditure of 1,397,500 francs exclusive of general and sundry expenses borne by the merchants and the expenses for transportation to the port of Smyrna.

WAGES OF LABOURERS.
The wages of women in the different parts of Asiatic Turkey vary from 50 to 75 centimes per day of 10 hours. In certain distant regions of the province of Adana, and even in the Lebanon, it is only 35 to 50 centimes per day. The skilled labourers who weave the fine rugs of Smyrna and Oushak receive 1 to 1½ francs per day. As to wages of men, they vary greatly according to circumstances whether the labourer is a native or European, according to his age and according to the difficulty or the specialty of the work. A day labourer receives 1.2 to 1.5 francs per day, and even as much as 2 francs in cities like Beirut and Smyrna. Agricultural wages increase as one nears the larger centres. A labourer with his oxen is paid from 2 to 4 francs per day. European workmen who dig licorice root may be had for 1 to 1½ francs per day.

American navigation in Turkish waters is practically nil. Ottoman products are transported to the United States by foreign sailing vessels or steamers. Within the last 20 years only two American sailing vessels have visited Syria and Palestine. It is difficult to fix exactly the amount of freight rates, which only vary according to the needs and fluctuations of offer and demand, but for licorice root the charge to the United States varies from 20 francs to 30 francs (16 to 24 pence). In transmitting the foregoing report, Consul-General Ozman states that the chief use of Turkish licorice is in the plug tobacco. Efforts to grow licorice in the United States thus far have failed.

BATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

- Signal No.
1. A CONE point upwards indicates a Typhoon to the North of the Colony.
 2. A CONE point upwards and DOWN below indicates a Typhoon to the North-East of the Colony.
 3. A DRUM indicates a Typhoon to the East of the Colony.
 4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
 5. A CONE point downwards indicates a Typhoon to the South of the Colony.
 6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
 7. A BALL indicates a Typhoon to the West of the Colony.
 8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions, that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.
A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted at the Harbour:

Gap Rock	Aburdeen
Waglan	Sah Ki Wan
Stanley	Sal Kung
Cape Collinson	Sin Tai Koi
	Tai Po

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Harbour.

F. C. FAGO,
Director.

16th July 1907.

Intimation.

Powell's
CARPETS.EXQUISITE
DESIGNS

in

Axminster,

Wilton,

and

Brussels.

RUGS

To Match.

Seamless.

Squares

A Special

Feature.

POWELL'S

ALEXANDRA

BUILDINGS.

and

28, Queen's Road.

Hongkong, 18th March, 1909.

Intimations.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$5.60 per Cask
or Factory.In Bags of 50 lbs. net \$8.45 per Bag
or Factory.SHEWAN TOMES & CO.,
General Managers.

Hongkong, 15th August, 1908.

O. G. MOOSA,

1 & 3, D'AGUIAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS,
FEATHERS, &c., &c.LACE SCARFS, MOTOR VELS
IN
VARIOUS COLORS.

MOUSQUETEIRE GLOVES

IN
WHITE, BLACK & COLORS.WOOLEN DELAINES, NUNSVEL-
INGS, VOILES, &c., &c.LADIES' and CHILDREN'S
UNDERCLOTHINGS.Samples on application. Coast
Port orders carefully executed.

Hongkong, 30th September, 1908.

Build and Design

Rubber Tyre

RICKSHAWS

Standard make or to

order.

STOCK ACCESSORIES

AND

REPAIRS OUTFIT

DEPOT, KOWLOON.

DRAGON CYCLE

DEPOT,

HEAD OFFICE and SHOW

ROOMS.

33-35, Des Vaux Road, Central,

Hongkong.

THERAPION MAY NOW ALSO BE OBTAINED

IN DRAGEE (TASTELESS) FORM.

THE NEW FRENCH REMEDY

TRADE MARK.

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THERAPION No. 4

THERAPION No. 5

THERAPION No. 6

THERAPION No. 7

THERAPION No. 8

THERAPION No. 9

THERAPION No. 10

THERAPION No. 11

THERAPION No. 12

THERAPION No. 13

THERAPION No. 14

THERAPION No. 15

THERAPION No. 16

THERAPION No. 17

THERAPION No. 18

ZAPOTECOS INDIANS.

A MODER. RACE.

CLEANEST PERSONS IN MEXICO.

The Zapotecos are a tribe of Indians constituting the great part of the population of the southern portion of the Isthmus of Tehuantepec, Mexico, and most of them live in or near the city of Tehuantepec, on the river of the same name, a short distance from Salina Cruz, Pacific port of the Tehuantepec Railway. They are incomparably superior to the natives of other portions of the Isthmus, and their sobriety, cleanliness, and personal beauty are unsurpassed in Mexico. They remain to-day almost pure aborigines, and most of their advancement has been wrought out by themselves since the time of the conquest.

One can hardly realize (says a correspondent of the New York Herald) that they are Indians, because their clean, sober, peaceful, industrious, and progressive habits are hardly what one expects to find in an Indian.

The city of Tehuantepec was a place of considerable importance before the advent of the Spaniards, and ever since then has been the most important town on the Isthmus. Except for small revolutionary movements it was almost undisturbed until the prospect of the gold of California. Then the road from Coahuila to Salina Cruz was crowded by the eager procession, and the commerce of the town reached its height.

Before the railroads were built, Tehuantepec, with its many large importing houses, was the centre of all the trade of the district. Immense cargoes were sent directly here to be distributed, and contraband goods found their way from Guatemala to be passed on through Mexico. It was not unusual to see a train of a hundred ox carts arrive with goods for one house.

FEATURES OF THE CITY.

With improved transportation, the prestige of the city as a commercial centre was lost, and now the business done is only a local one, and even the plantations ship and are supplied directly by the railroads.

Like most Mexican cities, Tehuantepec has a plaza or park in the centre, around which are placed the public buildings. They are constructed of brick or mud, and are covered with the roofs which extend to the walk in front, being supported by large pillars. As one sits under the tropical foliage in the plaza he sees the large and well proportioned municipal palace on one side and the famous market on another.

Here under the broad, low, tile roof is to be seen a motley group of women of all ages, sizes, and stations of life. The marketing business may be said to be controlled by the weaker sex, who through the building from earliest dawn till twilight, though most of the trading is done before the heat of the day.

The motley crowd of buyers wanders about making close bargains with the interesting women vendors. No one seems to be disturbed by the dogs, hogs, and donkeys, whose barks, grunts, and brays may be heard across the plaza. "Fruit and vegetables" carried in from some near-by farm on the heads of pretty girls are attractively arranged on large banana leaves; dried and fresh fish are piled on the tile floor; beans, corn, chile, and eggs are spread on clean cloths; in gaily painted gourds one sees rich preserves or cakes. Here one sees a girl selling cheese and lumps of unrefined sugar, there an old woman with a wonderful array of flowers which can be purchased for a few pennies.

At one end of the place are little stands where small pieces of meat are hacked and torn to the size desired by the purchaser. In a corner one finds quite a choice of sweets, in another a good supply of pottery; elsewhere are tobacco, baskets, gourds, cooked foods, and an almost endless store of the various necessities of life. Outside are stands where one may quench his thirst with the freshly extracted juice of the pineapple, lime, or tamarind, and on festal days there is ice, which is called snow by the natives.

WOMEN ARE ESTIMABLE.

The Tehuantepec women are noted throughout the Republic for their beauty, cleanliness, amiability, and their devotion to their homes. They are copper-colored, with smooth, coarse black hair, small brown eyes, aquiline features, thick lips, white teeth, and the face is characterized by a gentle, pleasant expression. They are rather short, well proportioned, and possess a natural grace of carriage, probably because of their habit of bearing loads on their heads. A girl can carry a table as easily as a water picher in this way, balancing the clumsiest object with no apparent effort. Besides being the housekeepers, they weave cloth, mats, baskets, and hammocks, manage trade, and usually handle the family purse. They possess remarkable energy for people living in so warm a climate, and are shrewder, brighter, and more intelligent than the men, whose position seems to be inferior.

The native woman's costume consists of skirt, waist, and head-dress of a peculiar style. When attending church the face is placed in an oval lace frame of the head-dress, the remainder dropping over the shoulders and the lower border flaring out with stiff lace. On the street the broad lower border is placed over the head, and the upper portion falls over the back, producing an effect not unlike the feather-decoration of the Northern Indian. On festive occasions the stiff oval lace frame is placed about the neck, with the soft lace and ribbons falling from it.

At the home or at the market she wears only the sleeveless embroidered waist and a figured skirt, the lower portion of which is white. Even the small girls wear this costume, and it is a proud day for the little one who passes from the commonplace white skirt of childhood to the dignity of the woman's costume.

Pretty chains of hammered gold with American coins attached are worn about the neck.

The wealthier women have many coins, making the chains very heavy as well as valuable. Shoes are never used, as most people are barefooted and the better class finds sandals more comfortable.

It is truly said that the Zapoteco is the cleanest person in Mexico and one need only to walk to the river which flows by the city of Tehuantepec to see what cleanly habits he possesses. There one sees, for several miles, hundreds of people of all ages bathing in the shallow stream. Early morning is the favorite time for bathing, and whole families go down to wash before breakfast. The small children run about and play in nature's bath, much as they do on shore.

EVEN WASH PIGS.

After the family washing has been completed the horses and dogs are led in to be cleaned and washed. Occasionally a youth is so desirous of having everything cleaned that he will drive his pigs to the water and scour them.

Bathing is not only a clean habit, but a pastime as well. A friend may invite another to bathe about as one would treat another up north, and it is not uncommon for a person to bathe several times a day.

Clothing is usually kept immaculate, and the white garments worn by the men are seldom dirty. The Zapotecos have also carried the spotless habit to the home and store, where everything is kept neat and more orderly than one finds elsewhere.

These gentle, orderly Indians might well serve as models for the white further north. They live a quiet, peaceful life, enjoying the simplest diversions. Their clean, temperate habits produce the health, happiness and longevity which characterize them. Quarrels are rare and murder is unknown. They are kind and considerate to their animals, and the burro or ox which serves the Zapoteco is treated as a pet. Bull and cock fights are not held, because public opinion is against cruelty in any form. Music is thoroughly enjoyed, and the concerts of the local band would do credit to any city.

To Let.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.). Rents low.

Apply to—

THE COMPADRE DEPARTMENT,
K. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 24th February, 1909.

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND
& LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 9th March, 1909.

TO LET.

GODOWN No. 54, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st March, 1909.

TO LET.

TWO AIRY ROOMS in a house on BRILLIANT TERRACE, first row, entrance from Robinson Road. Moderate Rental. For particulars, apply to—

"HOUSEHOLDER,"

C/o Hongkong Telegraph.

Hongkong, 5th March, 1909.

Intimations.

DON'T BUY

ELSEWHERE BEFORE YOU CALL AT

FRENCH STORE

(Opposite ASTOR HOUSE).

NOW SHOWING:

A Large and Fancy Assortment of

The Best FRENCH TOYS, DOLLS,

TOM SMITH'S CRACKERS,

CADBURY'S CHOCOLATE,

PERNOT BISCUITS,

&c., &c., &c.

Hongkong, 21st November 1908.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars resewed and altered. Ladies' Dresses and all kinds of Embroidery Materials can be supplied. If requested, the Superiorress will also be most grateful for any PAPER or old ENVELOPES to be made into Books for the Children of the Poor School, who are taught by the Sisters.

February, 1909.

Intimations.

A FAIR EXCHANGE.

Large sums of money are no doubt realized from simple speculation, but the great fortunes are derived from legitimate and honest business—where the goods furnished are worth the price they bring. Certain famous business men have accumulated their millions wholly in this way. Prompt and faithful in every contract or engagement they enjoy the confidence of the public and command a class of trade that is refused to unstable or tricky competitors. In the long run it does not pay to cheat or deceive others. Even a child or a dog soon learns to distinguish between real friends and foes in disguise. A humbug may be advertised with a noise like the blowing of a thousand trumpets, but it is soon detected and exposed. The manufacturers of

WAMPOL'S PREPARATION have always acted on very different principles. Before offering it to the public they first made sure of its merits. Then, and then only, did its name appear in print. People were assured of what it would do, and found the statement truthful. To-day they believe in it as we all believe in the word of a tried and trusted friend. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It aids digestion, drives impurities from the blood and cures Anemia, Scrofula, Debility, Influenza, Throat and Lung Troubles, and Wasting Complaints. Dr. Louis W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation, embodying all of the medicinal properties of a pure cod liver oil in a most palatable form." It stands in the front rank in the march of medicine. It is a scientific remedy and a food, with a delicious taste and flavour. No slow or doubtful action. "It cannot disappoint you." Sold by all chemists.

FABST BREWING COMPANY,
MILWAUKEEFRESH SUPPLIES
ALWAYS KEPT IN STOCK

BY
SIEMSEN & Co.,
Agents for
HONGKONG & SOUTH CHINA.
Hongkong, 20th July, 1907.



DIRECT from the manufacturers at lowest prices. 12 bore Double Breechloaders from 39/6 each. Illustrated catalogue of latest model Shot Guns, Combination Guns, Sporting Rifles, &c., post free. D. JAMES & REYNOLDS, George Street, Minorca, L860, E.C. England.

NOTICE

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph office or direct to 37, Hollywood Road, 2nd floor.

Hongkong, 27th February, 1909.

Consignees.

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

S.S. "GRAIGVAR,"
FROM SEATTLE, WASH.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading as soon as possible.

Consignees of Cargo will please take notice that before delivery can be obtained, they must sign an Average Bond, which is lying at the office of the Undersigned and pay a Deposit of six pence (6d.) per Quarter sack of Flour for contribution to General Average.

Delivery Orders will then be granted in exchange for Bills of Lading against which Consignees are requested to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 12th March, 1909.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted for the Goods having left the Godowns, and all Goods remaining undelivered after the 15th of March will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th of March, at 3 P.M. All Claims must reach us before the 23rd of March, 1909, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELBOURNE & CO.,
General Agents.

Hongkong, 16th March, 1909.

Consigners.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 18th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 16th March, 1909.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "LOTHIAN,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 16th April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,
Agents.

Hongkong, 16th March, 1909.

S.S. "CALEDONIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex

S.S. Cordun and Madoe, from Havre ex

S.S. Madoe, and from Bordeaux ex S.S. Ville de Dunkerque, in connection with above Steamer

are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables

are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns

of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence

delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees

requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed

after MONDAY, the 22nd March, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 22nd March, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 22nd March, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPEMORIN,
Agent.

Hongkong, 15th March 1909.

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "GYMERIC,"

FROM SEATTLE, VICTORIA, VANCOUVER, YOKOHAMA, KOBE, MOI

AND MANILA.

THE above Steamer having arrived, Con-

signees of Cargo are hereby requested to send in their Bills of Lading for countersignature

and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 15th March 1909.

FROM EUROPE.

THE H. A. L. Steamship

"AMBRIA,"

Intimation.

A. S. WATSON & CO.,
LIMITED

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.Watson's
HYGIENOL,
AND
BUBONIC P AGUE!It has been proved by repeated experiments
that "WATSON'S HYGIENOL" is the
most potent agent for the destruction of fleas,
especially rat fleas.It has now been proved that Plague is
conveyed to human beings by means of fleas
from rats which have died of this disease.All risk of infection can be avoided by
washing the floors, etc., or sprinkling where
the fleas are likely to be with a dilute solution
of "WATSON'S HYGIENOL." A tea-
spoonful to a pint of water, or a teacupful to
three gallons, makes a solution of the strength
required for this purpose.HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDEPrice per Pint 50 cents
" " Gallon \$2.00A. S. WATSON & CO.,
LIMITED.

HONGKONG DISPENSARY

AND
KOWLOON DISPENSARY.
Hongkong, 17th March, 1909.

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.Ordinary business communications should be addressed
to The Manager.The Editor will not undertake to be responsible for
any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY.....30 per annum.
WEEKLY.....\$18 per annum.
The rates per quarter and per annum, proportional
subscriptions for any period less than one month
will be charged as for a full month.The daily issue is delivered free when the address is
accessible to messenger. Post subscribers can have
their copies delivered at their residences without
any extra charge. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of
the world is 30 cents per quarter.Single Copies, Daily, ten cents. Weekly, twenty-
five cents (for cash only).

The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 18, 1909.

LONDON'S HOMELESS.

How the extremely poor live—or rather
exist, for it cannot be called living—occupies
a position of some prominence in the
reports presented to the London County
Council last month. The Public Health
Committee gives the result of a census of
homeless persons taken on the night of
Friday, 15 Jan. last. An appended table
shows the number found destitute that night
in the streets, on stair-cases, or under arches,
with comparative figures for previous years.
In January, 1909, the number of men was
1,895 (including 1,329 in shelters), of women
170, and of children 23—2,088 in all. In
1907 the total was 2,404; in 1905, 2,181; and
in 1904, 1,797. In explanation of these figures
the committee point out that in 1904 the area
covered by the council's officers who made
the examination was somewhat smaller than
that included in recent years, and it is
estimated that the number of homeless per-
sons on that occasion might have been
2,000. Some explanation of special condi-
tions existing at the present time, which
affect the figures for 1909 are given. "At
the time of the census in 1909 the Salva-
tion Army had instituted a system of feed-
ing the homeless at night at two of their
shelters. In 1907 this distribution of food
was still being carried on, though the
applicants were fed on the Embank-ment instead of at the shelters. "This
year, however, the new method was
tried of collecting homeless persons at
certain Salvation Army shelters, and
providing them between the hours of
12.30 and 3.30 a.m. with food and shelter,
but with no sleeping accommodation.
"The Church Army, moreover, in connec-
tion with the King's Tents scheme, where
lodgers received food and a ticket for a bed
in a common lodging-house in return for
work at wood-chopping had leased a build-
ing where the applicants for work were
allowed to rest before performing their task.
Admission in each case was by means of
tickets distributed up to midnight on the
Embankment. "The Salvation Army and
the Church Army thus provided shelter for
1,184 homeless persons on the night of 15
Jan. last, and other institutions accounted
for 145 persons. If to this number the 759
found in the streets be added, the total of
those homeless would be 2,088, a number
comparable with the figures for previous years.
"It must be remembered, however," add the
committee, "that several institutions provide
beds free of charge, and the inmates could
be classed as homeless; but the 2,088
persons here referred to had no bed on the
night in question, and were dependent upon
charity for food and shelter." A census was
also taken of the common lodging-house
population on the same night, and 21,864
persons slept in such houses, the available
accommodation being for 28,836. The
evidence obtained goes to show, the com-
mittee mention, that there has been in recent
years some diminution in the total number
of homeless persons and persons of the
common lodging-house class; that there is
vacant clean accommodation for all the
homeless at a trifling cost; and that for a
limited number free accommodation and
food are procurable. It may be mentioned
that on 15 Jan., 1909, there was in casual
wards vacant accommodation for 240 men
and 378 women and children.

LOCAL AND GENERAL

THE French mail of the 16th February was
delivered in London on the 17th inst.THE P. and O. Co.'s steamer *Mongolia*, which
left London on 12th ult., took the following
specie for Shanghai (bar silver): £10,000.THE High Commissioners for the delimitation
of the Portuguese territory in Southern China
will be Yu-Nan and General Joaquim Macha-
do. They will meet at Hongkong.CIVIL Service Commission give notice applica-
tions for the next examination for Eastern
Cadetships (22-24) must be made by July 1.
They must be made on forms to be obtained,
with particulars, from the Secretary, Civil Ser-
vice Commission, Burlington-gardens, London,
W.THE British North Borneo Company states
that a sample of the five tons of cuprous pyrites
which recently arrived in England from Borneo,
and which on average averaged 31 per cent.
of copper and 45 per cent. of sulphur, can be
seen at the museum attached to the company's
offices.THE Admiralty announce the appointment of
Captain F. C. Learmonth to the *Merlin*, addi-
tional, to date Feb. 13, and to the *Merlin* on
recommissioning undated. Also that of Surgeon
E. Wilkinson, M.B., to the *Merlin*, additional,
to date March 1, and on recommissioning
undated.THE *Gazette* announces that the King has been
pleased to grant to the following gentlemen his
Royal licence and authority to accept and wear
the decorations mentioned, conferred on them
by the late Emperor of China in recognition of
valuable services rendered by them:—Mr. Paul
Henry King, of the Imperial Chinese Maritime
Customs, the Second Class of the Second Divi-
sion, Mr. James Russell Brizler, the Third
Class of the Second Division, and Mr. Leslie
Sandercock, of the Imperial Chinese Maritime
Customs, the Second Class of the Third Divi-
sion of the Imperial Chinese Order of the
Double Dragon.THE Vladivostok correspondent of the *Japan
Advertiser* states that it is intended to build a
new station for Vladivostok, as the present
building is entirely inadequate to cope with the
volume of traffic. Detailed plans and specifica-
tions are being examined at the office of the
Chinese Eastern Railway. Tenders will be
received up to March 13, new style. Trade in
Russian products has been opened in the
Mongolian towns of Tsoungshu, Logoussu, and
Dadalin, which were established three or four
years ago in connection with a Chinese scheme
of colonization. The bulk of these goods is
sent from Harbin. By way of experiment, the
trade is being temporarily guaranteed by the
local Chinese merchants. At the outset
business has proved very successful, and the
local inhabitants for the first time in their
lives see Russian goods in their market,
and display keen interest in them. A
group of Harbin citizens has submitted a
novel petition to the Chinese Eastern Railway
Co., viz., for the abolition of Harbin municipal
autonomy, on the ground that since the institu-
tion of the same, taxation has enormously in-
creased, and that the municipal authorities, in
the imposition of taxes, entirely disregard the
taxable capacity of the people and the con-
temporary state of trade.

CANTON DAY BY DAY

CANTON-HANKOW RAILWAY.

(From Our Own Correspondent.)

Canton, 17th March.
On the 16th instant, a general meeting of
shareholders in the Canton-Hankow Railway
Company was held, when there were present
about five hundred people, among whom were
Wong Ping-Pih, Taoist of Constabulary, Chan
Mong Tsang, Taoist for the Development of
Native Industries, the Prefect of Kwangchow
and the two District Magistrates of Nankai
and Paoyu. The sole object of the meeting
was to discuss matters in connection with
the recent appointment of Taoist Wong
Ping Yun as Director-General of the Railway
by H.E. Chang Chih Tung, together with
the instructions that the newly-appointed offi-
cial has received to carry out with respect to
the examination of the accounts of the Com-
pany and a complete set of the records of the
Company to be made out as duplicates to be
kept by the new Director-General for his
reference. Various telegrams received by the
Company from shareholders in various places
were read out and made known to the general
public. In these telegraphic advices the
shareholders were all of the opinion to protest
against the appointment of Taoist Wong as Di-
rector-General, and to urge that steps be taken
in order to have the appointment of this official
cancelled. After considerable discussion, it was
at last agreed to adopt the suggestion of Kwok
To San, who pointed out to those present that
in the telegram from H.E. Chang Chih Tung, it
was clearly stated that the newly-appointed
Director-General would not in any way inter-
fere with the working and management of the
Company and that he was only empowered to
examine the accounts of the Company. The
speaker declared that there should be no ob-
jection on the part of the shareholders to the
accounts being examined by Taoist Wong.Ping Yun as directed by H.E. Chang. The
majority of those present were in favour of the
suggestion and the meeting ended. It is satis-
factory to state that no disturbance whatever
occurred on this occasion as on previous
meetings.

CHINESE SCHOOLS IN AMERICA.

Mr. Leung-Sun Shao, who was deputed by
the Ministry of Education last year to proceed
to America with instructions to open Chinese
schools for the training of Chinese youths re-
siding in the United States, has now returned
to China by the steamer *Mongolia*, and arrived
here yesterday. It is reported that Mr. Leung
has successfully opened a number of Chinese
schools in various places in the United States
for Chinese boys residing there for instruction
in their national language.

MELEE IN A THEATRE.

At 6 o'clock yesterday afternoon, a number
of rowdies forcibly entered the Honam Theatre
without paying, to which the gatekeepers ob-
jected. The rowdies attacked the gatekeepers and
a free fight followed. The situation seemed
dangerous as the rowdies were in possession of
knives, axes, and other weapons in anticipation
of resistance from the gatekeepers before entering
the theatre. The Police were summoned to re-
store order, but the fighters could not be separated
until twenty-three persons were wounded. Of
this number, three who sustained fatal wounds
are reported to have expired this morning,
while the rest are now under medical treatment
by the members of the Honam Red Cross
Society.

CANTON TARTAR GENERAL.

A telegram has been received by the Canton
officials from Peking advising that the newly-
appointed Canton Tartar General Tsang Chi
left Peking by train on the 13th day of this
month for Hankow en route to Canton. He is
expected to arrive here about the beginning
of the 2nd intercalary moon.AMERICAN MONEY FOR
CHINESE EDUCATION.

PROFESSOR BURTON IN HANKOW.

Professor Ernest D. Burton of the University
of Chicago passed through Hankow last Friday
en route to Peking, accompanied by his secre-
tary, Mr. H. S. Reed, and a Chinese student
Mr. Wang. On returning from Peking, Prof.
Burton will be joined by Prof. T. C. Cham-
berlain, and the party will then visit Chengtu
in Western China, travelling overland from Wan
hsien.Prof. Burton and Prof. Chamberlain are the
two Commissioners sent out by the University
of Chicago to investigate educational condi-
tions in the East, giving special attention to
China. It is rumoured that some of Mr. John
D. Rockefeller's money is behind this investi-
gation and that the millions often referred
to as being available for education in China
will be used in accordance with the sugges-
tions of this Commission. After returning from
Chengtu Prof. Burton will spend ten days in
Hankow and then make a hasty visit to Chang-
sha. Prof. Burton has already visited India
and investigated educational work thoroughly.
It will be remembered that it was while attend-
ing a lecture by Prof. Burton that Lieut. Gov.
Fraser was attacked and nearly lost his life at
the hands of an assassin.While in Nankin Prof. Burton was the
guest of the Viceroy Tuan Fung and was
entertained in the Yamen during their four
days' stay.
Prof. Burton is greatly interested in Han-
kow and it would not be surprising if one of
his recommendations were the establishment
of a large University in this important city.
Hankow Daily News.

"A LITTLE KNOWLEDGE"

A correspondent in Honan vouches for the
accuracy of the following incident: "A well-
to-do Chinese had the misfortune to swallow
the gold filling of his newly-stopped teeth, and
was considerably alarmed, as he was convinced
that the gold would poison him. One of
China's new scholars informed him that sul-
phuric acid dissolved gold and recommended
him to take some. He did.
It is not stated whether the scholar attended
to the general.

A NEW BARRISTER.

In the Supreme Court, this morning, the Chief
Justice (Sir Francis Piggott) presiding, Sir Henry
Barkeley, K.C., moved the Court for the admis-
sion of Mr. James Orr, late member of King's
Inn, Dublin, to the local Bar.
The Chief Justice—I have admitted so many
barristers during the past three years that I
thought the time would soon come when I
should be called on to add to the roll of bar-
risters. I am sure we wish you every success,
and welcome you to the Bar of Hongkong.
Mr. Orr bowed his acknowledgments.

THE OPIUM QUESTION.

WHAT SHOULD BE DONE?

We commented yesterday on the indications
of future opium policy given in the despatch
by Sir John Anderson, the Governor, to Lord
Crewe, Secretary of State for the Colonies, in
transmitting to London a copy of the Straits
Opium Commission report. What we found
was that the change from farm to Régie, on
the lines indicated in the report of Mr. Barne-
s, was likely, combined with the policy of dis-
courage sales, to produce an almost imme-
diate loss of revenue amounting to \$1,200,000
per annum. We remarked also that the
Governor had drawn the attention of Lord
Crewe to the financial difficulties of the
Colony, and had expressed a hope that the
Imperial Government would make a conces-
sion under which is known as the Military Con-
tribution. Some time ago, when this opium
question was under discussion in Hongkong,
complaint was made in the House of Commons
by Col. Seely, the Under-Secretary for the
Colonies, that it was impossible to get to know
what the people of Hongkong really thought on
the question—they were incapable of giving an
intelligent opinion on the subject, or words to
that effect. Now, we should regret if any simi-
lar excuses were given for any similar
observations in regard to Singapore. A Crown
Colony is the least articulate of human institu-
tions. Its unofficial representatives on the
Legislative Council can never feel that they
have the same power behind them as if they
were popularly elected, and in any case they
are always subject to the official majority. But
this is not a case in which any question of
officials and non-officials is concerned, for we
are fully persuaded that most of the officials
are as earnestly desirous of protecting the
financial interests of the Colony as any other
class. The simple fact is that pressure will be
put upon the Governor by the Imperial
authorities which it is impossible for him to
ignore, and a loss of revenue will be incurred
in obedience to such pressure. If the colony,
who will be the sufferers, do not make their
influence felt through every means at their
command, we draw attention to the matter
now because there is no time to lose if any good
is to be done. Representations from a
meeting of business men and property-owners,
or from the Chamber of Commerce, or
from both, should be sent to the Colonial Office
in London without delay. Lord Crewe cur-
ried his reply to the Governor's despatch on the
ground that he desired to see the Shanghai
Opium Conference report before replying at
length. That report will be in his hands very
soon, and, as the opium farm contracts expire
at the end of the year—the future policy must
be determined well in advance so that pre-
parations may be made—there is not much time
to spare.It may be said, of course, that the Secretary
of State for the Colonies is already perfectly
well aware of the local situation. "He has been
told that, even on the most sanguine estimates,
there will be a period during which a part of
the charges under the dock and harbour de-
velopment scheme will fall upon the revenues of
the Colony before it is possible to hope that any
substantial return can be obtained by the sale
or leasing of reclaimed lands or from wharf
charges." He has been told, also, that the trade
of the Colony has suffered acutely, and that the
competition of other ports, which are growing
large enough to command independent service,
forbids the hope of an immediate improvement.
As to the justification for saying that urgent
need does not exist for making a heavy public
loan by further restrictions on the sale of opium,
the case is so admirably stated in the report of
the local commission that no more need be
added. That commission, however, was not
in a position to say confidently what the loss
would be if its suggestion of Government
control was adopted. Either in the form of
regulations or as a memorial, the whole case
for the Colony should be re-stated, and backed
up by the signatures of everyone who has a
substantial stake in the Straits Settlements. If
that is done, it will be impossible any rate to
say that local opinion has not expressed itself.
It may be open to question whether it would
not have been sounder policy to leave the
opium report in the hands of the Colonial
Office and await instructions in regard to it
than to volunteer to take action as the Gov-
ernor has done, but that, after all, having
regard to the pressure already put upon other
Colonies, is a matter of detail. But it is
not a matter of detail to rob in to the
Colonial Office the fact mentioned by Sir
John Anderson that, as long as prices of
opium in Swatow and Amoy are less than
one-third of the price in Singapore, whoever
is running the opium monopoly will have to
bear the very heavy cost of detecting smug-
gling. If we are to help China to reform
herself, let her help us. Why should her low
prices, an active incentive to consumption, be
allowed to exist to our loss and detriment, and
as a constant terror to shipowners and ships
captains, who are forced to play the part of
detectives without remuneration, because we
have a law which holds them guilty unless they
can demonstrate their innocence? There must
be at least two or three men in Singapore who
have large interests to consider, who possess
ample knowledge, and who would be willing
to take a hand in the preparation of a memorial
embodied in local views. We shall be delighted
to hear that something is being done by such
men.—*Straits Times.*CHINESE SHIPPING ENTER-
PRISE.

PROPOSED MAIL SERVICE.

The *Singapore Free Press* writes editorially:—
It was, as for years before we pointed out,
bound to come: Chinese commerce has up
till now been depending upon the European
middleman to supply its imports and to buy
and ship its exports. If anything is quite cer-
tain in this world of uncertainties it is that be-
fore many years are out all the industrial and
commercial centres of Britain and the Conti-
nent will be as full of Chinese export firms as
they are now of German firms, and that a
course of direct shipment between these buy-
ing agencies and the Chinese import houses
in Hongkong and Shanghai will become the
main feature of China's trade. Over and
above that there is the question of ship-
ping. We have had in Penang, Singapore,
and the Chinese ports a certain number of Chi-
nese-owned steamers, mostly engaged in bring-
ing Chinese coolies to the Straits, and taking
general cargo back to China. But not yet have
we seen the initiation of Chinese-owned ocean-
going lines fit to compete with the Nippon
Yusen Kaisha or the Toyo Kisen Kaisha
of Japan. But that was bound to come, and
it is now coming. We read in a telegram
from Peking to Hongkong that "Prince
Regent Chun has authorised the Board of
Communications to promote a big naviga-
tion company with steamers plying to Eu-
rope and America carrying the mails." It may
not be more than a year or two before Singa-
pore people may have the option of going to
Europe by the Chinese mail, as now by thethree to, ultra mail lines, and the Japanese and
Dutch mails. This is not a small thing that is
showing up over the shipping horizon. For
once such a line is established with the re-
sources of the Chinese Empire behind it, and the
illimitable capacity of Chinese shippers at every
port to assure that line full cargoes, the other
lines now plying to the Far East will have to
toss up and make ready to enter into a com-
petition for freight, the like of which they
never dream of. Quite obviously, such a
Chinese Government line will be sufficiently
alive to its interests to keep clear of any
entanglement in any Shipping Conference.
With the immense strengthening of Chinese
export firms at Tientsin, Shanghai, Amoy,
Swatow, Hongkong, Singapore, and Penang,
that the establishment of a strong line to
British, American and Continental ports
will bring about, there will arise a racial
freedom of interest that will impose
upon all Chinese firms the necessity of
devoting their whole support to the Chinese
ocean-going line, which actually will have
the monopoly, in good time, of Chinese
freights at rates far below those now im-
posed by the Ring. With an outward and a
homeward scale of rates entirely independent
of the present Shipping Conference, the healthy
competition that is bound to result will
cause that organisation to review its position.
This may yet mean the saving of Singapore.

THE OPIUM TRAFFIC.

TWO CHINESE FINED.

Another seizure of opium was made by the
Customs officers on Thursday night, at about
8 o'clock, reports the *Singapore Evening News* of
17th ult. While on the watch Officer Small
observed two Chinese come ashore from the
Empire. Their manner was suspicious, and
they were arrested. Customs-officer Donohoe
had them searched, and found upon them 19
tins of opium.At the Water Police Court this morning the
Chinese, whose names were Lo Po and Chun
Gib, were proceeded against for illegally im-
porting opium into the Commonwealth.Customs-officer Donohoe informed the Bench
that he was confident that there was a syndi-
cate in existence for the purpose of getting
opium into the Commonwealth. The Chinese
might have been dupes.Mr. Donaldson, S.M., was inclined to take
a moderate view of the matter, owing to what
had been stated by Mr. Donohoe, and the fact
that the accused were foreigners. He there-
fore fined them £50 each and ordered their
imprisonment until the fines were paid.Ah Woy was called upon before Mr. Mac-
farlane, S.M., in the Water Sessions Court,
this morning, to answer to informations, the
first of which charged him with having, on
January 27, unlawfully imported 876 tins of
opium suitable for smoking, contrary to the
provisions of the Customs Act; the second al-
leged that he had unlawfully in his possession
certain goods, namely, 876 tins of opium.There were also two informations to the
same effect, against Edward Merchant.Mr. Blacket (instructed by the Crown) ap-
peared for the prosecution; Mr. Carroll for Ah
Woy; Mr. Harry Levin for Merchant.These prosecutions were before the Court
some days ago, and were adjourned for the
purpose of allowing the defendants an opportunity
of considering whether they would go to a
higher court or have their cases heard before
the police court.Mr. Blacket informed Mr. Macfarlane, S.M.,
this morning, after the cases had been called
on, that the defendants had decided to go to the
High Court of Australia on March 29.The magistrate accordingly admitted the de-
fendants to bail, Ah Woy in £400, and Mer-
chant in £200, upon one information, and
each in £100 on the second information.The informations charging the defendants with
smuggling opium were withdrawn, and the de-
fendants were discharged in regard to them.

SHANGHAI'S BUDGET?

MUNICIPAL FINANCE.

The foreign population of the International
Settlement has been doubled in the last seven
years and the number of Chinese residents is
estimated to have increased fifty per cent. Dur-
ing the same period the assessed value of prop-
erty has risen from Tls. 4,700,000 to Tls.
14,768,000, the value of foreign rentals from
Tls. 1,720,000 to Tls. 4,637,000 of native rentals
from Tls. 4,066,000 to Tls. 8,238,000. It is true
that the seven thousand additional foreigners
require only six hundred extra houses for their
accommodation, while 530,000 Chinese are
quartered in three thousand houses less than
the 345,000 of the year 1901; but the growth
of the community, physically, materially, and
let us hope, intellectually, has been steadily
maintained. With its march as a natural
outcome, the growth of municipal expenditure;
and, accordingly, we find that a Budget of
ordinary purposes, which for 1902 balanced in
the neighbourhood of Tls. 2,000,000, has risen
in 1909 to nearly Tls. 2,250,000. These com-
parative figures in themselves may not seem to
contain any deep-seated cause for public
anxiety, although it is noticeable that the in-
crease in the Budget has been far more rapid
than in the first. There must come, how-
ever, a time in the history of every town
when the transition from small to large
ideas in the matter of municipal life breaks
entirely the orderly sequence of increasing ex-
penditure. Shanghai, it is easy to notice, is
now passing through that stage, and we do not
believe that the feeling of the community is
against the maintenance of the town on a basis
commensurate with the extent and importance
of the interests represented. All that is asked
is that the scrutiny exercised over public
accounts should increase even more than pro-
portionately with the growing budget, inas-
much as the possibility of ill-advised expendi-
ture becomes enhanced in a disproportionate
ratio.It is to be feared that on Wednesday Rate-
payers will assemble in annual meeting
largely under the impression (whether right
or wrong may then be learned) that the
present scrutiny exercised over the public
expenditure is inadequate. Many circum-
stances will have contributed to this im-
pression. In the first place, both Budget and
Financial Statement are presented in an un-
satisfactory manner; they are not uniform in
all their details, and both appear without full
comparative tables for previous years. A
further anomaly is the practice, rigorously dis-
allowed in other administrations, of permitting
without recourse to supplementary estimates,
departmental expenditure considerable latitude
in regard to individual estimates, whether the
total appropriation is exceeded or not. As we
have pointed out on a previous occasion, there
may be some difficulty in adjusting our legis-
lative machinery to the passing of supple-
mentary estimates; but in the absence of pro-
vision for dealing with them at a Ratepayers'
meeting, there should be a very complete ex-
planation of the reasons for each item of the
estimated expenditure exceeded, accompany-
ing the Financial Statement. Finally, to as-
sist in the task of putting the community out
of humour with itself, there are the somewhat
exaggerated features of this year's Budget,
which not only records "remarkable in-
creases in all the minor headings of expendi-
ture" as well as in others, but also includes
a further loan at a time when the Settlement
is suffering from some years of trade depres-
sion and has almost forgotten its powers of
resilience.The Budget as a whole is not a tactful one,
and it is doubtful whether it would be kinder
to wish that the Council should make out a
bid or a good case for it at the Annual
Meeting. Probably its weakest spot is the
clause in the introductory remarks dealing
with the Police Department which states that
"the Finance Committee noted the remark-
able increase apparently necessary in all the
minor headings of expenditure, and without
making any definite proposals for their reduc-
tion, recorded the view that with proper super-
vision and economy, many of those appropria-
tions should not be fully expended." To this
there is but one rejoinder, that the Finance
Committee ought, in such circumstances, to
have reduced the estimates by the amount
for which it considered that it would be pos-
sible to effect economies. If, however, it has
to work on the Budget as it appears (as
printed) from others it is little wonder that
it feels almost as "obnoxious" as the
ordinary Ratepayer is approaching the sub-
ject. In saying this, we wish to cast no re-
flection upon the members of the Finance Com-
mittee, who in existing circumstances are sel-
dom, or out of office hours in the lives of
busy men, a task that requires the undivided
attention for many weeks of one whose busi-
ness it is to cut down expenditures. But Shang-
hai possesses no Town Treasurer. His work
in the past has easily been divided up; the
greater part of it, perhaps, falling upon the
Finance Committee. With a municipal ex-
penditure gradually mounting towards half a
million pounds sterling, this condition of things
should not be continued, as it constitutes a
fairly to the public-spirited men who now perform
a Treasurer's duties. We are unwilling to add
to the cost of administration by recommending
the creation of a new department, but it is more
than likely that a Treasurer, who would devote
time and investigation to estimate in a way
impossible for a Finance Committee, would re-
pay the outlay by effecting economies in other
directions. In the hands of the Finance Com-
mittee would remain control of the general
financial policy, but it would not be expected
to inquire whether each last penny upon the
stationery was inevitable. But still, estimates
are subjected to the most searching investiga-
tion, the tendency of budgets will be to show
remarkable increases in minor headings.
N. C. D. N.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

SHANGHAI MUNICIPAL COUNCIL.

THE RATEPAYERS' MEETING.

[From Our Own Correspondent.]

Shanghai, 18th March, 4.35 p.m.

The annual meeting of the ratepayers has been adjourned until Friday, while debating on the question of culverting the Yangtze kiang.

SHANGHAI SETTLEMENT EXTENSION.

WAIWUPU'S PROTEST.

[By courtesy of the "Sheung Po"]

Peking, 17th March.

The Ministry of Foreign Affairs has again been exchanging communications with Sir John Jordan, the British Minister in Peking, lodging strong protests against the extension of the Settlement in Shanghai.

GERMAN LEGATION GUARDS.

THEIR WITHDRAWAL.

[By courtesy of the "Sheung Po"]

Peking, 17th March.

The German Legation Guards have been withdrawn, the president of the Waiwupu called on the German Minister in Peking to return thanks on behalf of the Chinese Government.

THE PRINCE REGENT.

THIRSTS FOR KNOWLEDGE.

[By courtesy of the "Sheung Po"]

Peking, 17th March.

The Prince Regent greatly regrets that he has not completed his studies in the Nobles' College.

His Royal Highness has given instructions for the professorial staff of the College to forward to him daily the texts of the subjects taught so that he may continue to pursue his studies by himself.

THE DALAI-LAMA.

VISIT TO RUSSIA CONTEMPLATED.

[By courtesy of the "Sheung Po"]

Peking, 17th March.

In consequence of the report received from the High Commissioner of Kentsu that it was the intention of the Dalai Lama to proceed on a visit to Russia, the Prince Regent has telegraphed to the Buddhist Pontiff dissuading him from carrying out the contemplated visit and directing him to return to Tibet without further delay.

OPIUM.

FROM A CHINESE STANDPOINT.

(Mistress E. for China Express)

Massey: "Li' tim go my come Shanghai-side 'ard that clingo steamer. My makee help that Cheena stevedore. Tiuly my no caa take ploppa ingt a—oay th' pidgin-Inglish fashion, so plaps you no savvy my talker. Dock-side any mao say jup' now have got plenty bobbly Shanghai 'long that Opee pidgin—lla man wanchee fusthee—no more smoke—no more eat. Tiuly my no sivee how fashion. Opiem b'long alla same wit. Litée good—too much, foola pidgin. Long 'im before my stir ichang side that Tack-king-fibber—do walker pidgin 'long that Jack. Wellly hard work—no plenty bobbly 'long that lop. 'Alla that junk walk-mao smoke Opee—muring lit' litle: evening 'im after sun go, more. Mus' wanchee three 'im chow chow—welly hangly—on'y mus' wanchee two 'im Opee. Spose no have got, no cau do work. My never sick—every day alla same. No wanchee a smu—uhy litle Opee. Some man talker Peking: Mandallin wanchee 6—three 'long that Opee. Elyal how cau do fashion? Irigid Cheena plenty Opee. My fear that family 'long Li-Hung-Chang glow too much Honaa side, an my savvy plenty that ichang Mandallin smoke Opee. B'long ole curum—some mao litle—some man mure. Spose any mao smoke too much, the jargee foola. My savvy England-side no blong curum smoke th' Opee. Cheena-side, ana fashion—England-side, ana fashion. Can do. On'y plenty 'im, 'another 'long that Laitchil 'ighway, see too muchee samshu shop. Plenty mao, plenty giftee—plenty chlo go. louside—plenty mao 'come outside—not dunky, welly dunky. What for you England-side no fashies that samshu? Cheena-side, sponse any mao smoke too muchee Opee, he lie down. Mus' sleep by am bye take litle chueje wester—then begin pidgin. He no cau hear the wife—no blong curum—so fashion. Tiuly my tinte: sponse that joss piglin, mao wanchee fashies Opee Cheena side, more better be stop England-side—first fashies samshu. Cheena-side talker clinge mao some 'im very stupid, sponse the wanchee save he face. My savvy England-side jup' now 'long—no fashion—China—China."

A TYPHOON ECHO.

"VANDALLIA" CRANLEY" COLLISION.

In the Probate, Divorce, and Admiralty Division before Mr. Justice Bagnave Deane, sitting with two of the Elder Brethren of the Trinity House, the above case was brought by the Hamburg-America line, owners of the steamship *Cranley*, against the owners of the steamship *Vandallia*, to recover the amount of the damage sustained by reason of a collision between the two vessels in Kowloon Bay, Hongkong, shortly after midnight on July 28, 1908.

According to the statement of claim, the *Vandallia*, a screw steamship of 4,330 gross tons register, loaded, with cargo, was lying in Kowloon Bay in a good berth with both anchors out, and with steam up, heading in a north-east direction. The wind was about north-east, force about 11, the weather was rainy, with lightning, and the current was setting slightly west. A special watch was being kept, as owing to repeated signals from the various Government stations, and owing to the indication of the weather, ships had been thoroughly well warned that a typhoon was approaching, and the wind had begun to blow as the night came on. Her regulation anchor lights were duly exhibited. In these circumstances those on board the *Vandallia* observed the steamship *Cranley* driving down close up them. The *Vandallia's* engines were put ahead, and the helm was put hard-a-port in order if possible to keep clear of the *Cranley* as she drove down, but the *Cranley*, which had no steam up, still drove on without doing anything as far as could be seen, and after fouling the anchor chain of the *Vandallia* she struck the stem and port bow of the *Vandallia* with her starboard bow past, and afterwards struck the *Vandallia* along her port side, doing great damage. According to the defence, the *Cranley*, a steel screw steamship of 4,614 gross tons register, manned by a crew of 42 hands, in consequence of signals being hoisted ashore for an approaching typhoon, had on the afternoon of the previous day for greater safety left the wharf at which she was lying under repair and had taken up a good berth in the anchorage ground whilst it was daylight, and was riding to both anchors lying head to wind. The weather was overcast and very dark, a typhoon prevailing with squalls of blinding rain and spray, and the wind was blowing with hurricane force from a north-easterly direction. The regulation electric anchor lights were burning brightly, and all hands were on deck from the time the storm commenced and keeping as good a lookout as was possible. In these circumstances those on board the *Cranley* observed, close to their starboard side and a little abaft the fore rigging, a dark object, which proved to be the *Vandallia*, and directly afterwards the *Vandallia*, which was apparently under way, came on, and with her stem struck the starboard side of the *Cranley* just abaft the fore rigging a heavy blow. The *Vandallia* then fell alongside the *Cranley*, and, working her engines, drew partly ahead, striking the *Cranley* several further blows, and remaining in the same position for some time ranging heavily against the starboard side of the *Cranley*, which sustained serious damage, and was caused to drag her anchors. The defendant said that nothing could be done on board the *Cranley* to avoid the collision, and that so far as they were concerned, it was due to an inevitable accident, and they counter-claimed against the plaintiff for the damage the *Cranley* had sustained, alleging, *inter alia*, that the *Vandallia*, notwithstanding the warning storm signal, neglected to proceed to an anchorage before the typhoon commenced, was properly under way, or, alternatively, when she anchored, gave the *Cranley* a foul berth, and failed to carry proper lights.

Mr. Justice Bagnave Deane, in giving judgment, said that both the vessels had been lying at wharves at Hongkong. At 11 a.m. on July 27 signals were hoisted that a typhoon was expected. The *Cranley* engaged a tug to take her out into the bay, and she was taken to the same anchorage where she met a typhoon before. She was brought to an anchorage about 6 p.m., and the Court accepted the bearings as to her position as accurate. The *Vandallia* steamed out to her anchorage about 11 p.m., and she gave cross bearings as to her position, which he believed also. Taking those two points, he found that the *Cranley* was N.E. from the *Vandallia* at 11 p.m. and distant something over four cables. The suggestion had been made that the *Vandallia's* story was untrue, and that it was too dark for her to take bearings when she came to anchor. He was sorry that the imputation had been made, for it was true. He was satisfied with the *Vandallia's* evidence that she did take bearings. The *Cranley* had let go her starboard anchor with 75 fathoms of chain. She only let go one anchor at first, and it was suggested that she ought to have let go both; but the Elder Brethren were of opinion that it was wiser to wait as she did before letting go her second anchor. The *Vandallia* let go both anchors when she brought up at 11 p.m., and apparently she rode through the typhoon without dragging. During the night the gale increased and the weather got very thick. Both vessels' anchors put up their anchor lights, at first of which later were changed for electric lights, and he was satisfied on that point. He attached no blame to the *Cranley* for not seeing the *Vandallia's* lights before she did. The *Vandallia* said she saw the *Cranley* ahead of her at 10 ten minutes before the collision, which took place shortly after midnight, when the *Vandallia's* stem came in contact with the starboard bow and side of the *Cranley*, and the two vessels hung together for an hour, and separated about 1.30 a.m. The *Cranley* said that the *Vandallia* steamed up and struck her, and the *Vandallia* said that the *Cranley* dragged. Certainly one of the vessels must have moved. The conclusion he had come to was that the *Cranley* had dragged and the *Vandallia* had not. His reason for that conclusion was that the Court accepted the evidence that the *Vandallia's* bearings in the morning were the same as they were on the previous night. The *Cranley* admitted that her bearings were not the same in the morning; she had

dragged in a S.E. direction, and therefore would drag down on the *Vandallia*. The *Cranley* was 31 cables to the S. and W. of her original point of anchorage, and she could not have got into that position unless she had dragged. Her evidence was that her anchors did not drag until the *Vandallia* came foul of her; but those on board must have been mistaken, and they might not notice that the anchors were dragging through the mud. He had no fault to find with her up to that point, and but for one fact he would have held that the dragging and the consequent collision was an inevitable accident; but the Elder Brethren advised him that on a point of seamanship under Article 29 the *Cranley* was in fault. At 11 a.m. the master of the *Cranley* knew that a typhoon was expected, and he did nothing except to get a tug. He had no steam in his boilers, and he said it was possible to get steam up in the time; it would take 24 hours. If that were so, he had got time; but the evidence was that at midnight, when the typhoon was at its worst, he gave instructions to the engineers to get up steam, and they got it up by 2 a.m., when the *Cranley* went back under her own steam; so, in fact, steam was got up in ten hours. The Elder Brethren said that had they been there they would have got up steam at once. The facts showed that it could have been done by 9 p.m., and with the help of her engines the *Cranley* could then have ridden to her anchors as the *Vandallia* did. The *Cranley* did not exercise that reasonable precaution which Article 29 required, and he held her alone to blame.

OPIUM POLICY REVERSED.

REMARKABLE AND TYRANNICAL DEVELOPMENT.

POPPY GROWERS REVOLT IN YUNNAN.

Of late, whenever the good faith of the Chinese Government's anti-opium policy, in questioned, Yunnan is always instance as the province to show that the Peking authorities really mean business. The other day, we noted the fact that Si-Liang, the then-Viceroy of the province, had officially disavowed his having carried out to the letter all the anti-opium edicts. How the Viceroy has managed it, and how he has cruelly oppressed the people in so doing are told by the Yunnan correspondent of the *Amoy du Yonkin*.

The Central Government had given ten years to the provinces, in which to stop the cultivation, the sale, and the use of opium. But, for some reason, this goal was refused to the provincial of Yunnan, in whom the cultivation of the poppy and the sale of opium are profitable branches of trade. Last year, the provincials were surprised by an edict, prohibiting altogether the cultivation and use of opium. The prohibition raised riots and disturbances at many places, which had to be put down by armed force. But discontent amounting almost to insurrection is life. The provincials say that Yunnan is the poorest province in the Empire, and they ask why it is that she is the only one that has been so treated.

WHAT REPRESSION MEANS. The forcible suppression of opium cultivation will deal a heavy blow at the agricultural and commercial interests of the province. The provincials feel it sorely and bitterly resent the action of the Central Government. The following is one instance out of many to show the temper of the provincials: Not far from the capital of the province, some cultivators, in defiance of the edicts, had sown their fields with poppy. The penalty decreed in such cases is the confiscation of the land for the benefit of the Government. When the officials sought to enforce the decree, the cultivators rose in revolt and armed themselves with pitchforks and clubs to interview the mandarin. On finding him deaf to their complaints, they broke into his office, pulled down the prison walls and set all the prisoners free. Further trouble was prevented by stationing soldiers at the place.

EDICTS DEFIED.

In some parts the forbidden plant is openly cultivated under the eyes of the mandarins, whom the threats of the cultivators have cowed. The cultivators mean what they say, and show no hesitation in resorting to the argument of force. Thus, at a place near the Burma frontier, a man of some prominence set the anti-opium edicts at defiance, and was cast into prison by the local mandarin. Upon this crowds assembled, forced their way into the mandarin's office, and clamoured for the release of the prisoner as well as for the dismissal of the underling who had dared to lay hands on him. The mandarin granted all their demands from fear of otherwise seeing his office burned down.

THE OUTLOOK.

Si Liang has received promotion and is succeeded in the Viceroyship of Yunnan by Li-King-Chi. The new man has been reported to the Prince Regent for being a confirmed opium smoker. The *Echo de Chine* says that the Prince Regent, on being informed of the doing of the anti-opium conference at Shanghai, decided upon a sweeping policy. He promised special and quick promotion to all mandarins who might succeed, within two years, in rooting out the cultivation and smelting of opium in their respective districts.—*Strait Times*.

Mr. Okada, Chief Secretary of the Yokohama Chamber of Commerce, has received a letter from Mr. H. P. Wood, Secretary of the Honolulu Chamber of Commerce, noting that the Commercial Committee of the Pacific Coast of America, who visited Japan last year in response to the invitation of the Japanese Chambers of Commerce, has decided to invite representatives of Japanese business-men to America. The Honolulu Chamber of Commerce was invited to join in the welcome. The Chamber agreed to join, and has decided to have a reception to the Japanese business-men in their visit. Honolulu on their way to America. A formal invitation is to be issued by the Commercial Committee of the Pacific Coast of America.

THE S. S. "NETHERTON."

TEMPORARY REPAIRS AT SINGAPORE.

The Singapore Free Press of 12th inst. says:—We are enabled to-day to give the exact facts concerning the steamship *Netherton*, and her future destiny. There have been a number of inaccurate rumours published from time to time in the matter, but it may be announced certainly now that the repairs to this ship will be undertaken by Messrs. Riley Hargreaves at Tanjong Pagar. The amount of the contract it is not necessary to make public, but the ship will be repaired to the extent that she will be sufficiently strengthened forward and fitted to enable her to undertake the voyage home under her own steam. She will not be towed home as has been stated in some quarters, but will proceed herself under a captain and crew to be selected shortly. With her goes Mr. W. J. Russell, who was sent out by the purchasing firm to arrange her home going, and has been busily engaged in dealing with the matter for some time. It will be remembered that the *Netherton* was carrying oil when she took fire at Pengkalau Brandan and was burned out forward. The engines and afterbody, however, remained intact and with some trouble she was safely brought here, where she has been awaiting a purchaser for over a year. She has now been bought by Messrs. Lovelock and Company of West Hartlepool, for £4,700. The ship was built by the Northumbrian Shipbuilding yard for £45,000, and will on her arrival home be fitted with a new part forward, as much of the original material as possible being used in the reconstruction. The exact time to be occupied here by repairs to make her seaworthy and able to proceed under her own steam, cannot be definitely stated but she may be away from here within thirty to forty days.

KING MANUEL TO WED.

ALLIANCE WITH A NIECE OF KING EDWARD.

Lisbon, February 14th.

It is officially stated in the Press here that the announcement of the marriage of King Manuel to Princess Beatrice of Saxe-Coburg and Gotha, daughter of the late Duke of Edinburgh, will be made on 8 Feb. at a banquet which the British Minister is giving at the Embassy in King Manuel's honour.

It is stated that the wedding, which has Queen Amelia's approval, will take place towards the end of July.

All the newspapers, even those of Republican views, publish leading articles extolling the virtues of Princess Beatrice, and declaring that Portugal will be greatly honoured by having such a Queen on the throne.

There is a consensus of opinion that this alliance between will have a beneficial effect on the whole country.

THE BRIDE-ELECT.

Princess Beatrice is the youngest daughter of the late Duke of Saxe-Coburg (Duke of Edinburgh). Her mother, the Duchess Marie, was born at Eastwell Park on 20 April, 1884. She and her three sisters have the reputation of being the most beautiful Princesses in Europe. Kaulbach painted her in the famous group of the "Four Princesses."

A little over 12 months ago her betrothal to Prince Alfonso of Bourbon Orleans, Infante of Spain, was announced, but last March the engagement was broken off, it being reported at the time "that she had lost her heart to an officer of somewhat plebeian birth, who, however, met with great success in the fashionable world on account of his very fine tenor voice."

Princess Beatrice's three sisters are all married. The eldest, Princess Marie Alexandra, is the wife of Prince Ferdinand of Roumania; the second, Princess Melita, married first her cousin, the Grand Duke of Hesse, and after the dissolution of that marriage the Grand Duke Cyril of Russia; while the third Princess Alexandra married the Hereditary Prince of Hohenlohe-Langenburg, Regent of Saxe-Coburg.

KING MANUEL.

King Manuel was born 15 Nov., 1889, so is considerably younger than his bride-elect. On 1 Feb., 1908, he came to the throne of Portugal under intensely distressing circumstances, his father King Carlos, and his elder brother, the Crown Prince, being shot by revolutionaries in the streets of Lisbon. Queen Amelia was the only one in the carriage who was not struck by the bullets which rained on the royal party.

The Infante Manuel was struck in the face in the side, and in the arm, but fortunately his injuries were not serious, and on the next day he took the accession oath in the Royal Palace. Gossip has been busy finding him a wife since he came to the throne.

PROJECTED MARRIAGE AND THE POSSIBLE ALLIANCE. The wedding of King Alfonso and King Manuel took place yesterday at Villa Vicosa. The King of Spain, who arrived in an automobile, accompanied by the Marquis Torreella and Gen. D'Almeida, was received at the Palace by King Manuel, Queen Amelia, and the Counts Sabugo and Figueira.

Reciprocal greetings were exchanged, and subsequently the royal party witnessed a military parade from the balcony of the palace.

Today's Advertisements.

WANTED.
FURNISHED APARTMENTS at the Peak, or in Macao.
Apply to—
M. FOURNET,
c/o MACAO HOTEL,
Hongkong, 18th March, 1909. [274]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
SATURDAY,
the 20th March, 1909, at 11 A.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,
SUNDRY VALUABLE
HOUSEHOLD FURNITURE,
Comprising—
SILK TAPESTRY COVERED DRAW-
ING ROOM SUITE, TEAKWOOD WARD-
ROBES with BEVELLED GLASS, MAR-
BLE TOP WASHSTANDS, DINNER
WAGGONS, Single and Double IRON BED-
STEADS and BUDDING, PERSIAN CAR-
PET, RUGS, PICTURES, CLOCKS,
STATUETTES, A quantity of LACQUERED
WARE GOODS, ELECTRIC FANS, COOK-
ING STOVE, &c., &c., &c.
Also
One LARGE MUSICAL BOX "CARMINA,"
one POLYPHONIC and Records.
One TEAKWOOD SECTIONAL BOOK-
CASE fitted with Yale lock and 12 Small
Drawers.
TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 18th March, 1909. [275]

REGULAR STEAMSHIP SERVICE.

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast.)
PROPOSED SAILINGS FROM HONGKONG.
FOR BOSTON & NEW YORK:
S.S. "DACRE CASTLE" About 20th April.
For Freight and further Information, apply
to
DODWELL & Co., LIMITED,
Agents,
Hongkong, 18th March, 1909. [273]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DELHI,"
FROM BOMBAY, COLOMBO AND
STRAITS.
Consignees of Cargo by the above named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out, mark by
mark, and delivery can be obtained as soon as
the Goods are landed.
This vessel brings on Cargo—
From London, &c., ex S.S. *Mongolia*.
From Australia, ex S.S. *Mollan*.
From Calcutta, ex S.S. *Simla*.
From Persian Gulf, ex B.I.S.N. and B. &
P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.
Goods not cleared by the 24th instant, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an
appointed hour.
All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 18th March, 1909.

TO LET.

NO. 3 CLIFTON GARDENS, CONDUIT
ROAD.
A HOUSE in WONG-NEI-CHONG ROAD
A HOUSE in RIFON TERRACE.
OFFICES in YORK BUILDING,
GODOWNS in PRAYA EAST, BLUE
BUILDINGS, and No. 108, DES VOUEX
ROAD next to the Hongkong Hotel.
FLATS in MORRISON TERRACE.
No. 10, DES VOUEX ROAD CENTRAL
1st Floor.
Apply to—
"HONGKONG LAND INVEST-
MENT & AGENCY CO., LD
18th March, 1909. [271]

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Sutlej*) 19th inst.
Canadian (*Empress of Japan*) 19th inst.
Canadian (*Glenfarg*) 22nd inst.
Indian (*Footscarg*) 23rd inst.
American (*Tonyo Maru*) 24th inst.
German (*Gotha*) 25th inst.
Indian (*Lalung*) 25th inst.
The I. C. S. N. Co.'s s.s. *Footscarg* from Cal-
cutta and the Straits left Singapore for this port
on 17th inst.
The C. P. R. Co.'s s.s. *Glenfarg* arrived at
Shanghai at 11.30 a.m. on 17th inst., and left
again at 9 a.m. Friday, for Hongkong, where
she is due to arrive at 9 a.m. on 22nd inst.
The C. P. R. Co.'s s.s. *Empress of India*
arrived at Nagasaki at 8 a.m. on 18th inst., and
left again at 2.30 p.m. same day, for Kobe,
where she is due to arrive at 4 p.m. on 19th
inst.

D. Sven Hedin, who has been lecturing in the
North of England and Scotland, has been pro-
moted in Edinburgh with the Royal Scottish
Geographical Society's gold medal in recogni-
tion of the importance of his recent Tibetan
expedition.

Public Companies.

CHINA SUGAR REFINING CO., LD.

NOTICE.

THE THIRTY-FIRST ORDINARY AN-
NUAL MEETING of the SHARE-
HOLDERS of the above Company will be
held at the Offices of the General Agents,
King's Buildings, TO-MORROW, the 19th
March, at Noon, for the purpose of receiving
the Report and Statement of Accounts for the
year ending 31st December, 1908.

The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to 19th March,
both days inclusive.

JARDINE, MATHESON & Co., LD.,
General Agents.
Hongkong, 18th March, 1909. [226]

LUZON SUGAR REFINING CO., LD.

NOTICE.

THE TWENTY-SEVENTH ORDINARY
ANNUAL MEETING of the SHARE-
HOLDERS of the above Company will be
held at the Offices of the General Agents,
King's Buildings, TO-MORROW, the 19th
March, at 12.30 P.M., for the purpose of receiving
the Report and Statement of Accounts for the
year ending 31st December, 1908.

The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to 19th March,
both days inclusive.

JARDINE, MATHESON & Co., LTD.,
General Agents.
Hongkong, 18th March, 1909. [227]

Notices of Firms.

NOTICE.

BY Mutual Agreement between the under-
signed, the business heretofore carried
on by them at Canton under the style of
LEIGH and ORANGE has been determined;
all assets thereof will be realized and all debts
paid by the undersigned C. B. THOMAS who
will in future carry on business as an ARCHI-
TECT and CIVIL ENGINEER at Canton
aforesaid under his own name.

LEIGH & ORANGE,
C. B. THOMAS.
Hongkong, 17th March, 1909. [272]

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates of
passage, &c., in connection with above.

SHEWAN, TOMES & Co.

Agents.

Hongkong, 17th March, 1909. [273]

Intimations.

WANTED.

SITUATION by a Lady as LADY'S COM-
PANION or GOVERNESS. Does
not mind Travelling and undertakes care of
children on the voyage. Apply to—
J. S. C.
C/o Hongkong Telegraph.
Hongkong, 5th March, 1909. [238]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP £1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 10th March, 1908. [274]

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the
rates of Subscription to the *Hongkong
Telegraph* (daily and weekly issues) will be as
follows:—
DAILY—\$36 per annum.
WEEKLY—\$15 per annum.
The rates per quarter and per annum, pro-
portional. Subscriptions for any period less
than one month will be charged as for a full
month.
The daily issue is delivered free when the
address is accessible to messenger. Peak
subscribers can have their copies delivered
at their residences without any extra charge.
On copies sent by post an additional \$1.50
per quarter is charged for postage.
The postage on the weekly issue to any part
of the world is 5 cents per quarter.
Single Copies, Daily, ten cents. Weekly
twenty-five cents (Cash only).

(PAYABLE IN ADVANCE)
There will be no rebate to Missionary
Subscribers as heretofore.
By Order,
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 31st December, 1908. [275]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria, and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS HONGKONG TO VANCOUVER. 12 DAYS HONGKONG TO VANCOUVER.
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong, St. John and Quebec.
(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John or Quebec
"EMPRESS OF JAPAN" SATURDAY, APRIL 10TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 9TH.
"EMPRESS OF CHINA" SATURDAY, MAY 1ST.	"EMPRESS OF IRELAND" FRIDAY, MAY 7TH.
"MONTAGLE" TUESDAY, MAY 11TH.	A LAN LINER FRIDAY, MAY 28TH.
"EMPRESS OF INDIA" SATURDAY, MAY 22ND.	
"EMPRESS OF JAPAN" SATURDAY, JUNE 12TH.	"EMPRESS OF BRITAIN" FRIDAY, JUNE 18TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 23 Knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 171.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Port or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 143/-

Via New York 145/-

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. W. MATTHEW & CO., General Agents, Corner Pedder Street and Praya (opposite Black Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	"LOONGSANG"	FRIDAY, 19th Mar., 4 P.M.
SHANGHAI	"KWO VGSANG"	SATURDAY, 20th Mar., Noon.
SHANGHAI, YOKOHAMA, KOBE, & MOJI	"FOOKSANG"	TUESDAY, 23rd Mar., Noon.
TIENTSIN & WEIHAIWEI & C'FOO CHIPSHING	"YUENSANG"	FRIDAY, 26th Mar., 4 P.M.

RETURN TOUR TO JAPAN.

DEPARTING 14 DAYS.

The steamers "Kotto", "Yokohama" and "Kookang" leave about every 3 weeks for Shanghai and Yokohama, calling via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin it at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Shanghai, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,

General Managers. Hongkong, 18th March, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
TIENTSIN	"HUOHOW"	19th Mar., 3 P.M.
SHANGHAI	"IOHANG"	19th Mar., 4 P.M.
CHEFOO & TIENTSIN	"KUMIOHOW"	20th Mar., 4 P.M.
HAIPHONG	"ANHUI"	21st Mar., Daylight.
CEBU & ILOILO	"CHIHUI"	21st Mar., 9 A.M.
MANILA	"KALFONG"	21st Mar., 4 P.M.
SHANGHAI	"TEAN"	23rd Mar., 3 P.M.
MANILA	"CHINHUA"	25th Mar., 4 P.M.
MANILA, ZAMBOANGA & USUAL	"TAMING"	30th Mar., 3 P.M.
AUSTRALIAN PORTS	"CHANGSHA"	8th April, 4 P.M.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chien, Ching and Lintan) leaving every Thursday and Sunday have excellent accommodation. Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FARE INCLUDING WINES: \$40 SINGLE AND \$70 RETURN.

Take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 36. Hongkong, 18th March, 1909.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon, midships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 20th Mar., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 27th Mar., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

General Managers

Hongkong, 18th March, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via JAPAN PORTS.

MAMZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU	6,000 tons gross	Sail April 14th/09.
S.S. HONGKONG MARU	6,000 "	June/09.
S.S. MANSHU MARU	5,000 "	August/09.
S.S. AMERICA MARU	6,000 "	October/09.

For particulars, apply to

K. MATSUDA,

Manager.

Hongkong, 18th March, 1909.

TOYO KISEN KAISHA, Yok Building.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VICTORIA, B.O. SEATTLE & TACOMA

MOJI, KOBE AND YOKOHAMA.

Steamer

Captain

Sailing Date

Gymnasia 1,002 J. C. A. Hall 19th Mar.

Keweenaw 6,632 F. S. Cowley 19th Mar.

Yukon 4,789 R. J. Horie 6th May

Stewart 6,232 Shotton 3rd June

These steamers are specially fitted for the carriage of Asiatic Storage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 18th March, 1909.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP CO.)

REGULAR FREIGHT SERVICE TO AMERICA.

(CANADA, UNITED STATES, MEXICO, CHILE, RIVER PLATE, BRAZIL).

Connecting at Vancouver with the CANADIAN PACIFIC RAILWAY.

OVERLAND Cargo taken for ALL CANADIAN AND UNITED STATES POINTS.

THE Steamship

S.S. "AMIRAL HAMELIN,"

Captain Debonnaire, will leave this port on or about the 20th March, for SHANGHAI, JAPAN and SAN FRANCISCO, &c., as above.

For further particulars apply to the Agent—

MESSAGERIES MARITIMES.

Hongkong, 4th March, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"

Captain Helms, will be despatched as above on WEDNESDAY, the 31st March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 19th March, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YOUNG ON S.S. CO., LD.,

and

SHIP ON S.S. CO., LD.,

No. 4, Queen's Road West.

Hongkong, 18th March, 1909.

HONGKONG AVERAGE MARKET

PRICES

Corrected 11th March, 1909, at 5 P.M.

BUTCHER MEAT

Beef sirloin & prime cut—Mei Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Sirloin—Ngau Lau

" Sausages—Ngau Yuk Chung

Bullock's Brains—Know

" Tongue fresh—Ngau Li

" Corned—Ham Ngau Lau

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Keok

" Kidneys—Ngau Yin

" Tail—Ngau Mel

" Liver—Ngau On

" Tripe (unpressed)—Ngau To

Calves' Head and Feet—Ngau-chi

" Head—Ngau Keok

" Mutton Chop—Yeung Pal Kwai

" Leg—Yeung Pal

" Shoulder—Yeung Shau

Pigs' Chitterlings—Chi cheong

" Brains—Chi Know

" Feet—Chi Keok

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sam

" Kidneys—Chi Yin

" Liver—Chi Koon

" Pork Chop—Chi Pal Kwai

" Corned—Ham Cha Yuk

" Leg—Chi Pal

" Fat or Lard—Chi Yau

Sheep's Head and Feet—Yeung Tao

" Keok

" Heart—Yeung Sum

" Kidneys—Yeung Yin

" Liver—Yeung On

" Sucking Pigs, To Order—Chi Chai

" Suet Beef—Sang Ngau Yau

" Mutton—Sang Yeung Yau

" Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

POULTRY.

Chicken—Kai Chai

" Capons, Large, Small—Siu Kai

" Ducks—Ap

" Doves—Pan Kau

" Eggs, Hen—Kai Tan

" Fowls, Canton—Kai Tan

" Halaan—Hol Nam Kai

" Geese—Ngo

" Geese, Wild Shanghai—Sheung Hoi Ye

" Ngo

" Musk Deer—Wong Keng

" Hare—Tu Chai

" Partridge—Che Kheo

" Pheasant—Shan Kai

" Pigeons, Canton—Pak Kap

" Quail—Um Chun

" Rice Birds—Wo Fa Cheuk

" Salpe—Sa Chai

" Turkey, Cock—Fo Kai Kung

" Hen—Na

" Wild Ducks, Shanghai, Sulap

" Teal, Shanghai, Sulap Chai

" Wild Ducks, Canton—Sang Shing Sai

" Ap

" Fish.

Barbel—Ka Yu

" Bream—Bin Yu

" Canton Fresh Water Fish—Hol Bin Yu

" Carp—Li Yu

" Catfish—Chik Yu

" Codfish—Mun Yu

" Grabs—Hal

" Gudgeon—Fak Kap Yu

" Herring—Tao Fak

" Halibut—Cheung Kwan Yu

" Labrus—Wong Fa Yu

" Loach—Wo Yu

" Lobster—Lung Ha

" Mackerel—Chi Yu

" Monk Fish—Mun Yu

" Mullet—Chai Yu

" Oysters—Sang Hoo

" Parrotfish—Kai Kung Yu

" Panch—Tan Loo

" Pike—Fa Paw Poong

" Placod—Pan Yu

" Pomfret, Black—Hak Chong

" Pomfret, White—Pak Chong

" Prawns—Ming Hai

" Ray—Fai Pa Yu

" Rock Fish—Sak Kan Kung

" Salmon—Chai Yu

" Salmon, (Pike), fresh water—Ma Yu

FISH.

Shark—Sa Yu

" Skate—Po Yu

" Shrimps—Ha

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
Royal Mail Steamship Line.
"EMPRESS LINE."

Between Japan, Korea and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 12 DAYS HONGKONG TO VANCOUVER.
SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong, St. John and Quebec.
(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John or Quebec
"EMPRESS OF JAPAN" SATURDAY, APRIL 10TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 9TH.
"EMPRESS OF CHINA" SATURDAY, MAY 1ST.	"EMPRESS OF IRELAND" FRIDAY, MAY 7TH.
"MONTEAGLE" TUESDAY, MAY 11TH.	"EMPRESS OF IRELAND" FRIDAY, MAY 14TH.
"EMPRESS OF INDIA" SATURDAY, MAY 22ND.	"EMPRESS OF IRELAND" FRIDAY, MAY 28TH.
"EMPRESS OF JAPAN" SATURDAY, JUNE 12TH.	"EMPRESS OF IRELAND" FRIDAY, JUNE 18TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 23 Knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.
HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).
Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.
Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.
HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43.
Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
W. W. HARRISON, General Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	LOONGSANG	FRIDAY, 19th Mar., 4 P.M.
SHANGHAI	KWONGSANG	SATURDAY, 20th Mar., Noon.
SHANGHAI, YOKOHAMA, KOBE	FOOKSANG	TUESDAY, 23rd Mar., Noon.
TIENSIN v. WEIHAIWEI & OYUOCHING	YUENSANG	FRIDAY, 26th Mar., 4 P.M.

RETURN TOUR TO JAPAN.

The steamers *Kaito* and *Fooking* leave about every 3 weeks for Shanghai and Yokohama, calling via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 10 to 15 days in Japan if passengers leave the steamer at Yokohama and return at Kobe.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A daily qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.
For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,
General Managers.

Telephone No. 61.
Hongkong, 18th March, 1909

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
TIENSIN	"HONGKONG"	19th Mar., 3 P.M.
SHANGHAI	"HONGKONG"	19th Mar., 4 P.M.
CHEFOO & TIENSIN	"HONGKONG"	20th Mar., 10 A.M.
SHANGHAI	"HONGKONG"	20th Mar., 10 A.M.
HAIPHONG	"HONGKONG"	21st Mar., 10 A.M.
OSU & ILOILO	"HONGKONG"	21st Mar., 10 A.M.
MANILA	"HONGKONG"	23rd Mar., 10 A.M.
SHANGHAI	"HONGKONG"	23rd Mar., 10 A.M.
MANILA	"HONGKONG"	25th Mar., 10 A.M.
MANILA, ZAMBOANGA and USUAL	"HONGKONG"	25th Mar., 10 A.M.
AUSTRALIAN PORTS	"HONGKONG"	27th Mar., 10 A.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANDI."
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chien, Chihua and Linan) leaving every Tuesday and Sunday have excellent accommodation. Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.
FARE INCLUDING WINES: £40 SINGLE and £70 RETURN.
Take cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Telephone No. 36.
Hongkong, 18th March, 1909.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
Between Hongkong and Manila.—Saloon, midships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tonnage	Captain	For	Sailing Dates
ROBI	2540	R. W. Almond	MANILA	SATURDAY, 20th Mar., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 27th Mar., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

General Managers

Hongkong, 18th March, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, etc., via JAPAN PORTS,
MAMZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU	6,000 tons gross	Sail April 14th/09.
S.S. HONGKONG MARU	6,000 "	" June/09.
S.S. MANSHU MARU	5,000 "	" August/09.
S.S. AMERICA MARU	6,000 "	" October/09.

For particulars, apply to

K. MATSUDA,

Manager,
TOYO KISEN KAISHA, Yok Building.

Hongkong, 18th March, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all
Overland Common Points in the United
States of America and Canada, and also
for the principal ports in Mexico, and
Central and South America.

Proposed Sailings from HONGKONG
FOR
VICTORIA, B.C., SEATTLE & TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers	Tonnage	Captain	Sailing Date
Gymere	4,002	J. C. A. Hall	19th Mar.
Kumera	6,232	F. S. Cowley	8th April
Isurua	4,769	R. J. Howie	6th May
Isurua	6,232	Shotton	3rd June

These steamers are specially fitted for the
carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED
STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 18th March, 1909.

CHARGEURS REUNIS.
(FRENCH STEAMSHIP CO.)

REGULAR FREIGHT SERVICE TO
AMERICA.

(CANADA, UNITED STATES, MEXICO, CHILE,
RIVER PLATE, BRAZIL.)

Connecting at Vancouver with the
CANADIAN PACIFIC RAILWAY.
OVERLAND Cargo taken for
ALL CANADIAN AND UNITED STATES
POINTS.

THE Steamship

S.S. "AMIRAL HAMELIN,"
Captain Debonnaire, will leave this port on or
about the 20th March, for SHANGHAI,
JAPAN and SAN FRANCISCO, &c., as
above.

For further particulars apply to the Agent—
MESSAGERIES MARITIMES.
Hongkong, 18th March, 1909.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin and Queensland
Ports, and taking through Cargo to
Adelaide, New Zealand,
Tasmania, &c.)

THE Steamship

"EMPIRE,"
Captain Helms, will be despatched as above
on WEDNESDAY, the 31st March, at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Pro-
visions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with
the Electric Light.

A Stewardess and a daily qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 18th March, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every
evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every
evening, (Sunday excepted).

These Fine New Steamers have unequalled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey \$4.
Meals \$1.25 each.

The Company's Wharf is situated in front of
the New Western Market, opposite the old
Harbour Office.

YDEN ON S.S. CO., LD.,
and
SHID ON S.S. CO., LD.,
No. 1, Queen's Road West.

Hongkong, 18th March, 1909.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 11th March, 1909, 100 cts. per 5 Mts.

BUTCHER MEAT.

Beef (aird) and prime cut—Moi Lung Pa D. 18

" Corned—Ham Ngau Yuk 18

" Roast—Shiu 18

" Breast—Ngau Lam 13

" Soup, Tong Yuk 15

" Steak—Ngau Yuk Pa 18

" Sliced—Ngau Lau 18

" Sausages—Ngau Yuk Chuan 10

Bullock's Brains—Kow 10

" Tongue fresh—Ngau Li 10

" Corned—Ham Ngau Li 10

" Head—Ngau Tau 50

" Heart—Ngau Sum 12

" Hump, Salt—Ngau Kin 18

" Feet—Ngau Kook 10

" Kidneys—Ngau Yiu 10

" Tail—Ngau Mel 17

" Liver—Ngau Con 13

" Tripe (undressed)—Ngau To 1

Calves' Head and Feet—Ngau Chai 10

" Head—Kook 10

" Mutton Chop—Yeung Pal Kwat 12

" Leg—Yeung Pal 12

" Shoulder—Yeung Shau 10

" Pig's Chutneys—Chi cheung 12

" Brains—Chi Kook 12

" Feet—Chi Kook 12

" Fry—Chi Kook 12

" Head—Chi Tao 12

" Heart—Chi Sum 12

" Kidneys—Chi Yiu 12

" Liver—Chi Kook 12

" Pork Chop—Chi Pal Kwat 12

" Corned—Ham Chai Yuk 12

" Leg—Chi Pal 12

" Fat or Lard—Chi Yau 12

" Sheep's Head and Feet—Yeung Tau 12

" Kook 12

" Heart—Yeung Sum 12

" Kidneys—Yeung Yiu 12

" Liver—Yeung Con 12

" Suckling Pig, To Order—Chi Chai 12

" Suet Beef—Sang Ngau Yau 12

" Mutton—Sang Yeung Yau 12

" Veal—Ngau Chai Yuk 12

" Sausages—Ngau Chai Yuk Tong 12

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

HONGKONG AVERAGE MARKET
PRICES.

Corrected 11th March, 1909, 100 cts. per 5 Mts.

BUTCHER MEAT.

Beef (aird) and prime cut—Moi Lung Pa D. 18

" Corned—Ham Ngau Yuk 18

" Roast—Shiu 18

" Breast—Ngau Lam 13

" Soup, Tong Yuk 15

" Steak—Ngau Yuk Pa 18

" Sliced—Ngau Lau 18

" Sausages—Ngau Yuk Chuan 10

Bullock's Brains—Kow 10

" Tongue fresh—Ngau Li 10

" Corned—Ham Ngau Li 10

" Head—Ngau Tau 50

" Heart—Ngau Sum 12

" Hump, Salt—Ngau Kin 18

" Feet—Ngau Kook 10

" Kidneys—Ngau Yiu 10

" Tail—Ngau Mel 17

" Liver—Ngau Con 13

" Tripe (undressed)—Ngau To 1

Calves' Head and Feet—Ngau Chai 10

" Head—Kook 10

" Mutton Chop—Yeung Pal Kwat 12

" Leg—Yeung Pal 12

" Shoulder—Yeung Shau 10

" Pig's Chutneys—Chi cheung 12

" Brains—Chi Kook 12

" Feet—Chi Kook 12

" Fry—Chi Kook 12

" Head—Chi Tao 12

" Heart—Chi Sum 12

" Kidneys—Chi Yiu 12

" Liver—Chi Kook 12

" Pork Chop—Chi Pal Kwat 12

" Corned—Ham Chai Yuk 12

" Leg—Chi Pal 12

" Fat or Lard—Chi Yau 12

" Sheep's Head and Feet—Yeung Tau 12

" Kook 12

" Heart—Yeung Sum 12

" Kidneys—Yeung Yiu 12

" Liver—Yeung Con 12

" Suckling Pig, To Order—Chi Chai 12

" Suet Beef—Sang Ngau Yau 12

" Mutton—Sang Yeung Yau 12

" Veal—Ngau Chai Yuk 12

" Sausages—Ngau Chai Yuk Tong 12

"

"

"

"

"

"

"

"

"

"

"

"

"

"

SHARE QUOTATIONS.

Supplied by Messrs. B. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

Intimation.

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS.

ESTABLISHED IN 1931. CAPITAL, 25,000,000.



"LA FLOR DE LA ISABELA"

High grade cigars manufactured with the most selected leaf grown in the estates of the Company.

SPECIAL BRANDS

Pigtails, Vagueros, Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,

AGENTS.

Auctions.

PUBLIC AUCTION

PURE IRISH HOUSEHOLD LINENS, LACE CURTAINS,
TOWELS, &c., &c., &c.

(due to arrive here per S.S. "Tydeus" on the 25th instant.)

MESSRS. HUGHES & HOUGH have received instructions to sell by Public Auction,

on

TUESDAY AND WEDNESDAY,

the 30th and 31st MARCH, 1909, commencing each day at 2.15 P.M.,

A FINE SELECTION OF

HIGH CLASS IRISH GOODS.

COMPRISING—

Irish Linen Double Damask Table Cloths with Serviettes to match; Irish Linen Tray Cloths, Toilet Sets, Supper Cloths, Lady's and Gent's Irish Linen Hemstitched and Embroidered Handkerchiefs, Fine Turkish Towels, All Linen Towels, Bath Towels, Bath Sheets, Irish Tea and Glass Cloths, Fine (White and Cream) Lace Curtains, a fine assortment of Underskirts and Skirts, White Satin Quilts, Five o'clock Tea Cloths, Irish Hand Embroidered Bedspreads and Top Sheets, Silk Maitre Underskirts, Longcloth Nightdresses, Nainsook Camisoles, Chemises, All Linen Bed-Ticks, Pyjama Suits, Tea Caddy, Cushion Covers, Linen Embroidered Pillow Cases, Pyrenees Jacket, Flannellette Nightdresses and Gowns, Sheets, Robes, &c., &c.

AND

A small quantity of English Tweeds, Serges, &c., in Suit Lengths. (A few lots of Yamatoya (Japanese) Crape Shirts will also be put up for sale.)

The above Goods will be on View from Monday, the 29th instant, when catalogues may be had on application.

TERMS—As usual.

HUGHES & HOUGH,

Auctioneers.

FOR SALE BY PUBLIC AUCTION

(To dissolve a Partnership).

ON 20th March, at 3 P.M., opposite the City

Hall, the following well-known Race

Ponies:—

"COXCOMB"

13.0. Winner of the Spring Cup, Race Club,

Challenge Cup and Consolation Stakes,

Shanghai 1906, Consolation Cup Shanghai

Spring Meeting 1907, Gymkhana Cup Hong-

kong Race 1908, and many Races at Hong-

kong Gymkhana, Ran prominently at last

Race Meeting.

"EARTHQUAKE"

12.3. Winner of Pagoda Cup Shanghai 1907,

Champion Amey 1908, Victoria Stakes Hong-

kong 1908, and many Races at Hongkong

Gymkhana.

TERMS—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 15th March, 1909. [254]

Dentistry.

TSHI TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARVILLE STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904. [1]

Dr. M. H. OHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

31, QUEEN'S ROAD CENTRAL,

from the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1904. [12]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 39, DES VIGNE ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronized by the Hongkong

Club, Hongkong Hotel, Telegraph Co.,

Messrs. A. S. Watson & Co., Fire and other

leading Establishments in the Colony,

whom reference can be made as to the

Superior Workmanship and Materials of the

Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as

follows:—

"We have pleasure in stating that Mr. LI

KWONG LOONG furnished the American

to our Dispensary and gave us every satis-

faction."

(30) A. S. WATSON & CO.,

ORDERS, promptly and carefully

CHARGES most moderate.

AN INSPECTION INVITED.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$14,500,000 \$250,000	\$2,006,231	{ Final of 24 and bonus of 5/- for 1908 @ ex 1/8 = \$26 024	51 1/2	{ 1935 buyers London 285
Bank, Limited	99,925	67	66	{ \$4,000 \$150,000	\$10,223	\$2 (London 3/6) for 1903	...	\$51
INSURANCES.								
Insurance, Limited	10,000	\$250	\$50	{ \$1,500,000 \$235,717 \$211,990	none	\$14 for 1907	7 1/2	\$187 1/2
Insurance Company, Limited	10,000	215	21	{ Tls. 150,000 Tls. 503,747 Tls. 118,277	Tls. 180,512	Final of 7/6 making 15/- for 1907	51 1/2	Tls. 97 1/2 buyers
Society of Canton, Limited	12,400	\$250	\$100	{ \$3,000,000 \$308,478 \$150,000	\$2,506,011	{ Final of 5/- making \$45 for 1906 and interim of 50 for 1907	51 1/2	\$830 buyers
Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$1,000,000 \$1,000,000	\$591,763	\$12 and bonus 5/- for 1906	7 1/2	\$210 buyers
INSURANCES.								
Insurance Company, Limited	0,000	\$100	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000	\$375,341	\$5 and bonus 2/- for 1907	7 1/2	\$108 buyers
Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000	\$368,711	\$27 for 1907	8 1/2	\$310 buyers
SHIPPING.								
Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$264,638 \$264,638	\$1,025	\$1 for 1906	...	\$10 sales
Steamship Company, Limited	20,000	\$50	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000	Nil	\$2 1/2 for year ending 30.4.1908	7 1/2	\$34 buyers
Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$7,000 \$264,638 \$264,638	\$10,270	Final of 5/- making 2 1/2 for 1908	8 1/2	\$29 1/2 buyers
Navigation Co., Ltd. (Preferred)	60,000	65	65	{ Tls. 75,000 Tls. 14,510	Tls. 14,510	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$5.154	5 1/2	{ \$40 buyers 120 buyers
Navigation Co., Ltd. (Deferred)	60,000	65	65	{ Tls. 75,000 Tls. 14,510	Tls. 14,510	Final of Tls. 2 1/2 making Tls. 3 1/2 for 1908	7 1/2	{ Tls. 45 buyers Tls. 50 buyers
Trading Company, Limited	1,000,000	10	10	{ Tls. 75,000 Tls. 14,510	Tls. 14,510	Second interim of 1/- for a/c 1908	...	Tls. 54 buyers
Company, Limited	{ 10,000 10,000	{ \$10 \$10	{ \$10 \$5	{ \$5,000 \$47,221	{ 508	{ \$1.00 for year ending 30.4.1908	{ 4 1/2 3 1/2	{ \$23 15
Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 481,479 Tls. 44,100 Tls. 8,000	Tls. 2,225	Final of Tls. 1 1/2 making Tls. 2 1/2 for 1908	11 1/2	Tls. 45 sales
REFINERIES.								
Company, Limited	20,000	100	100	{ Tls. 75,000 Tls. 14,510	Dr. \$279,171	\$8 for year ending 31.12.07	...	\$147 sellers
Company, Limited	7,000	\$100	\$100	{ Tls. 75,000 Tls. 14,510	Dr. \$155,131	Tls. 3 1/2 for year ending 31.8.07	...	17
Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 75,000 Tls. 14,510	Tls. 14,510	Tls. 125
MINING.								
and Mining Company, Ltd.	1,000,000	21	21	{ Tls. 75,000 Tls. 14,510	Tls. 14,510	Final of 1/6 (coupon No. 11) for year end- ing 30.4.08	...	Tls. 18 1/2 buyers
Mining Company, Limited	{ 150,000 50,000	{ 21 21	{ 18 1/2 6 1/2	{ Tls. 75,000 Tls. 14,510	{ Dr. \$2,191	{ No. 12 of 11 = 28 0111	...	{ \$8 1/2 sellers
DOCKS, WHARVES & GODOWNS.								
Limited	18,000	\$25	\$25	{ Tls. 75,000 Tls. 14,510	Dr. \$7,421	\$1.75 for year ending 31.12.06	...	\$12
Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ Tls. 75,000 Tls. 14,510	\$10,102	Final of 5/- making 5 1/2 for 1907	...	153 sales
Dock Company, Ltd.	50,000	\$50	\$50	{ Tls. 75,000 Tls. 14,510	\$187,078	Final of 5/- making 5 1/2 for 1908	9 1/2	86
Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 75,000 Tls. 14,510	Tls. 33,742	{ Interim of Tls. 2 1/2 for 6 months ending 31st October, 1908	5 1/2	Tls. 88 sales
Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 75,000 Tls. 14,510	Tls. 22,626	Interim of Tls. 4 for account 1908	5 1/2	Tls. 175 sales
LANDS, HOTELS & BUILDINGS.								
Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 75,000 Tls. 14,510	Tls. 6,521	Tls. 6 for 1907	5 1/2	Tls. 104 sellers
Company, Limited (Shanghai)	50,000	\$25	\$25	{ Tls. 75,000 Tls. 14,510	Dr. \$1,200	\$2 1/2 for year ending 30.6.07	...	14 sales
Company, Limited	50,129	\$15	\$15	{ Tls. 75,000 Tls. 14,510	\$9,178	\$1.50 for 1906	...	17 buyers
Company, Limited	12,000	\$50	\$50	{ Tls. 75,000 Tls. 14,510	\$268,075	Final of 5/- making 5 1/2 for 1908	7 1/2	87
Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ Tls. 75,000 Tls. 14,510	\$26,475	Final of 5/- making 5 1/2 for 1908	7 1/2	\$50 buyers
Finance Company, Limited	150,000	\$10	\$10	{ Tls. 75,000 Tls. 14,510	\$5,486	60 cents for 1908	7 1/2	1865 buyers
Building Company, Limited	6,000	\$50	\$50	{ Tls. 75,000 Tls. 14,510	\$278	\$1 1/2 for 1908	5 1/2	30
Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 75,000 Tls. 14,510	Tls. 142,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908	7 1/2	Tls. 115 sellers
Company, Limited	12,500	\$50	\$50	{ Tls. 75,000 Tls. 14,510	\$1,958	Final of 5/- making 5 1/2 for 1908	9 1/2	44 sellers
COTTON MILLS.								
and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 75,000 Tls. 14,510	Tls. 8,880	Tls. 5 for year ended 31.10.1908	4 1/2	Tls. 115 buyers
and Weaving and Dyeing	125,000	\$10	\$10	{ Tls. 75,000 Tls. 14,510	\$9,553	50 cents for year ending 31.7.08	5 1/2	Tls. 99 sellers
Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 75,000 Tls. 14,510	Tls. 6,372	Tls. 6 for year ended 30.6.08 (8 1/2)	...	Tls. 90
Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 75,000 Tls. 14,510	Tls. 4,229	Tls. 4 for 1908	...	Tls. 96
Company, Limited	1,000	Tls. 500	Tls. 500	{ Tls. 75,000 Tls. 14,510	Tls. 15,911	Tls. 50 for 1907	...	Tls. 320 buyers
MISCELLANEOUS.								
Agency, Limited	8,604	12 1/2	12 1/2	{ Tls. 75,000 Tls. 14,510	\$1,500	1,104 per share for 1907 = \$1.037	10 1/2	\$10 sales
Limited	60,000	\$12	\$12	{ Tls. 75,000 Tls. 14,510	\$25,000	\$1.20 for 1907	9 1/2	\$21
Company, Limited	50,000	\$10	\$10	{ Tls. 75,000 Tls. 14,510	Nil	60 cents for year ended 28.2.06
Special shares	50,000	\$1	\$1	{ Tls. 75,000 Tls. 14,510	61,138	60 cents for 1908	7 1/2	\$9 1/2 sales
& Mortgage Company, Ltd.	125,000	\$10	\$10	{ Tls. 75,000 Tls. 14,510	\$3,407	\$1.50 for year ending 31.7.08	5 1/2	\$14 sales
Limited	40,000	\$7 1/2	\$6	{ Tls. 75,000 Tls. 14,510	\$8,000	Interim of 40 cents for account 1908	10 1/2	\$9 1/2 buyers
Company, Limited	400,000	\$10	\$10	{ Tls. 75,000 Tls. 14,510	\$5,078	75 cents for 9 months ending 31.12.07	8 1/2	\$12
Limited	12,000	\$10	\$10	{ Tls. 75,000 Tls. 14,510	\$18,000	\$2 for year ending 28.2.08	10 1/2	\$33 buyers
Company, Limited	60,000	\$10	\$10	{ Tls. 75,000 Tls. 14,510	\$8,957	\$1 and bonus 20 cts. for year ending 29.2.08	6 1/2	\$18 1/2 buyers
Company, Limited	5,000	\$25	\$25	{ Tls. 75,000 Tls. 14,510	\$7,616	Final of 1/6 per share making 5/- for 1908	9 1/2	\$195 sellers
Company, Limited	6,000	\$10	\$10	{ Tls. 75,000 Tls. 14,510	\$8,900	Final of 5/- per share making 5/- for 1908	14 1/2	\$4
Company, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 75,000 Tls. 14,510	Tls. 17,127	4th Quarterly div. of Tls. 20 and bonus of Tls. 10 making Tls. 30 to date	6 1/2	Tls. 80 buyers
Company (new)	50,000	\$10	\$10	{ Tls. 75,000 Tls. 14,510	\$7,471	80 cents on fully paid shares and 6 cents on 5/- paid shares for year ending 30.4.08	6 1/2	\$14
Limited	75,000	\$10	\$10	{ Tls. 75,000 Tls. 14,510	...	None	...	\$5
Limited	24,000	Tls. 50	Tls. 50	{ Tls. 75,000 Tls. 14,510	Tls. 100,000	\$5
Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 75,000 Tls. 14,510	Tls. 6,609	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2	Tls. 112 1/2 buyers
Company, Limited	16,250	230	230	{ Tls. 75,000 Tls. 14,510	Tls. 8,498	Final of Tls. 9 making in all Tls. 14 for 1907	12 1/2	Tls. 122 sales
ost, Limited	6,000	\$25	\$25	{ Tls. 75,000 Tls. 14,510	Tls. 58,332	Final of 57/6 making 52/6 for 1907	...	Tls. 437 1/2 sales
Company, Limited	20,000	\$5	\$5	{ Tls. 75,000 Tls. 14,510	Dr. \$50,632	None	...	\$24
Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 75,000 Tls. 14,510	\$23	None	...	\$34 sales
Company, Limited	50,000	\$10	\$10	{ Tls. 75,000 Tls. 14,510	Tls. 221	Tls. 6 1/2 for year ending 30.4.07	7 1/2	Tls. 94 buyers
Agency, Limited	10,000	\$10	\$4	{ Tls. 75,000 Tls. 14,510	\$172	60 cents for year ending 31.12.08	5 1/2	\$10 ex div. b.
Limited	90,000	\$10	\$10	{ Tls. 75,000 Tls. 14,510	\$1,160	{ 80 cents on 9,000 ord. shares and \$10.80 on 100 Formosa shares for yr. end. 31.5.07	6 1/2	\$13 buyers
Limited	15,000	\$7	\$7	{ Tls. 75,000 Tls. 14,510	\$2,425	Interim of 30 cents a/c 1908	6 1/2	\$9.10 buyers
Limited	15,000	\$7	\$7	{ Tls. 75,000 Tls. 14,510	\$2,425	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$2 1/2
DIVIDENDS PAYABLE.								
China Sugars								
Shanghai Sumatra Tobacco Company								
\$5 Tls. 5								
March 19th 26th								